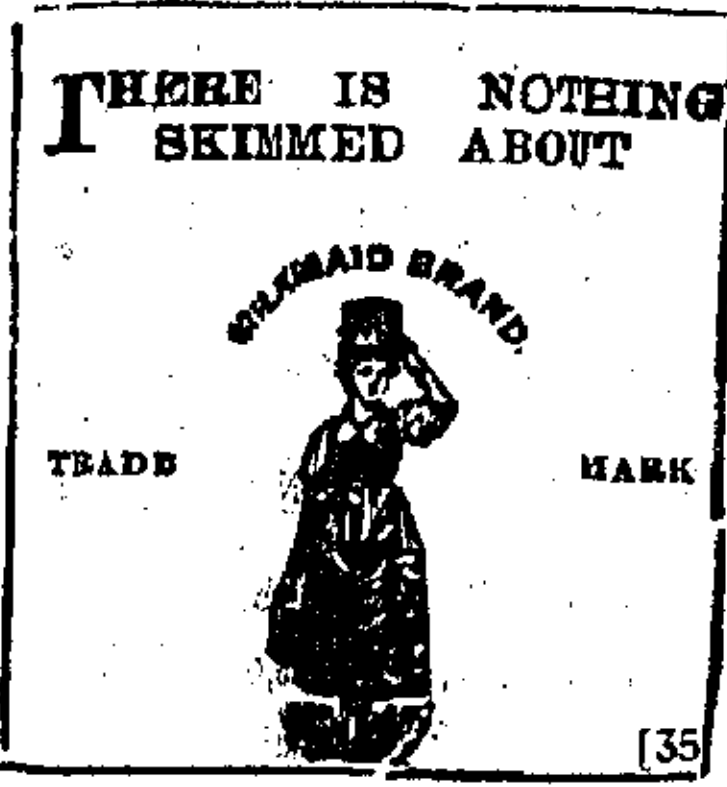




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Hongkong, 28th April, 1908. [5804]



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Hongkong, 2nd August, 1912. [616]

SIEN TING

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Consultation Free.
Hongkong, 21st September, 1908. [1111]

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Hongkong, 26th October, 1906. [575]

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WEEK DAYS.
7.40 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.15 p.m. ... Every 15 minutes.
3.15 p.m. to 3.45 p.m. ... Every 15 minutes.
3.45 p.m. to 4.15 p.m. ... Every 15 minutes.
NIGHT CARS.
6.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
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11th June 1911 527

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[5706]

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\$40	Shanghai (Steamer) ...Lv.	a.m.		Mon. Wed. Fri.
	Dairen (S.M.R. Train) ...Ar.	2.00 p.m.		
Y 14.95	Mukden " ...Lv.	10.10 "		" "
	" " ...Ar.	10.25 "		" "
Y 11.50	Changchun " ...Lv.	4.50 a.m.		Mon. Thurs. Sat.
	Harbin (Russian Train) ...Ar.	6.00 "		
R 9.60	" " ...Lv.	1.45 p.m.		" "

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Connecting at Harbin with		State Express from St. Petersburg	State Express from Moscow	Wagon- Lits from Moscow
R 9.60	Harbin (Russian Train) ...Lv.	7.20 a.m.		Mon. Wed. Fri.
	Changchun (S.M.R. Train) ...Ar.	3.30 p.m.		
Y 11.50	Mukden " ...Lv.	4.00 "		" "
	" " ...Ar.	11.00 "		" "
Y 14.95	Dairen " ...Lv.	8.30 "		" "
	" " ...Ar.	11.20 a.m.		Tues. Thurs. Sat.
Y 40.00	Shanghai (Steamer) ...Lv.	Noon		Fri. Mon.

* Russian Train Time is 23 minutes faster than S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

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[26]

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The Salvage Steamer "OURA-MARU" 716 tons and 12 knots speed, is always
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[528]

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Hongkong, 2nd August, 1912. [5157]

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TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [539]

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Hongkong, 4th December, 1907. [537]

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Bath Room with Shower to every Room.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VUEUX ROAD O.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 28TH, 1912.

SCANT information of the military operations which are in progress in Mongolia reaches South China, and consequently we have not been too ready to assume the truth of the cable, through Russian sources which Reuters sent us a week ago telling of the slaughter of thousands of Mongols by Chinese troops, the mutilation of Mongol women and children and the burning of monasteries. It is noteworthy, however, that no denial of the report has been forthcoming, and therefore we may not be justified in regarding this sensational report as a canard. China has a very large body of troops operating in Mongolia, and one would naturally expect that if an authoritative denial of a report which so discredits the Government could be given, it would be given at once. What the numerical strength of the Chinese expeditionary force is, we do not know exactly, but it has been announced that a total of 6,000 men—comprising infantry, cavalry and artillery—left Kirin for Mongolia at the beginning of the month, and these troops have been reinforced since to some extent. On the other hand, the insurgent troops are reported to number not more than 3,000, but, according to a Japanese report, their splendid morale more than offsets their inferiority in numbers. The tall, rank grass growing all over the broad plains, which are the scenes of the present campaign, favours the Mongolians in that it makes reconnoitering work extremely difficult to

the Chinese troops, to whom the country is anything but familiar. The Chinese are thus ill-situated to assume the aggressive, and have been throwing up breastworks along a line through Changling-hsien preparing for a winter campaign. There have been communications, it seems, between the Foreign Office in Peking and the Russian Minister respecting a request made by the Governor of Mukden that the troops and military supplies should be transported by the Chinese Eastern Railway (the Russian section of the line through Manchuria, connecting with the railway across Siberia), but the Russian Minister refused to permit this on the ground that it would be "inconsistent with the observance of strict neutrality." The Chinese Government cannot have entirely forgotten the warning Russia gave not six months ago that she would tolerate no disturbance of her Mongolian trade by Chinese military operations—in other words, that she would support the Mongolian demand for independence. The reports of the presence of Russian cavalry near the lines of the Chinese expeditionary force are not without significance, and may explain the report brought to Changchun recently by "a Chinese spy" that the Chinese expedition is in no mood to assume the aggressive, and are reluctant to cross the river south of Tsouanfu. Meanwhile the leading Prince of Mongolia is strengthening his position. In a recent proclamation he says he has been following with great concern how the Peking Government has chosen to oppress Buddhism and encourage the colonisation of Mongolia, which seems to him but a device to deprive the Mongolians of their means of livelihood and bring them into subjection. He declares that the Mongolian people have nothing to thank the Peking Government for; on the contrary, its policy is inimical to Mongolian interests. The Prince announces that he has received a joint petition from the Lamas and Mongolians to declare his independence; the Kulu Government has also appealed to him to throw off the Chinese yoke, and "certain foreigners have promised to supply him with the necessary funds." Therefore, he declares his independence and announces his resolve to preserve the rights of the Mongolian people. It is doubtless from Tibet that Mongolia has heard of the "oppression of Buddhism" by the Peking Government, and there can be no doubt also that the attitude of the Mongols, which has been hostile from the beginning of the Revolution, has been stiffened and vitalised by the success which has so far attended the Tibetan resistance to incorporation as a province of China. In the case of either country China is not likely to achieve her object, by military oppression: her only hope of success would seem to lie rather in a policy of peaceful penetration and assimilation.

The Mukden Government is in the direct financial extremities. The officials received only half their pay for August.

Three men were fined by Mr. Melbourne at the Magistracy yesterday \$5 each for wasting water by allowing it to run from their water taps.

For being in possession of raw sugar for which he could not satisfactorily account a Chinese was at the Magistracy yesterday fined \$5, the alternative being 14 days.

A fine of \$500, or in default six months, was yesterday imposed by Mr. Irving on a Chinese whom he convicted of being in possession of 64 lottery tickets with a view to selling them.

Yesterday Mr. Irving at the Magistracy fined a Chinese \$50 or in default three months' imprisonment for being in unlawful possession of a large number of bottles of pills and opium lozenges.

A Chinese who was arrested for a breach of the harbour regulations, offered a bribe of one dollar to the European constable. He was charged with both offences at the Magistracy yesterday and fined \$5 on each charge.

Two coloured women, who a week ago were bound over to keep the peace in a sum of \$50 each, were yesterday fined by Mr. Melbourne at the Magistracy in \$25 for having behaved in a disorderly manner in Spring Garden Lane.

The Yalu Saw Mills, owned and managed by Messrs. Geo. L. Shaw & Co., the leading American firm at Antung, have been destroyed by fire. The fire originated in a godown under the same roof as the saw mill. The godown contained a full store of timber prepared for the manufacture of kerosene oil cases. The flames, fed by the easily combustible contents, made such rapid headway that all the combined efforts of the Japanese fire brigades, the police, and the Railway Guard, who were promptly at the scene of fire, were of little avail. The total loss is estimated at Yen 150,000.

Lord Sayo and Selo, having taken up Court duties, has had to give up his idea of visiting the Far East this winter. His two sons, the Hon. Geoffrey and the Hon. Laurence Finnes, will, however, make the tour.

A Chinese charged with being in unlawful possession of women's jackets, said he did not know it was against the law of the Colony for a man to pledge women's clothing. He described himself as "unemployed but willing to act as a coolie." He was fined \$10, the alternative being 14 days in prison.

Mr. Lauritsen, of the Exile Garage, was summoned before Mr. Melbourne at the Magistracy yesterday for allowing water from his water tap to run incessantly, thereby causing a waste of water. Defendant stated that his man might have allowed the water to run, but if so it was an accident, as he had orders to be careful with the water. For the prosecution it was stated that the water ran directly into the drain. There was nothing to catch it. A letter had been received from the occupants of the upper floor complaining that they could not get water. Defendant replied that he had received a letter from the tenants of the upper floor stating that they had never been short of water. The case was remanded.

FIRE ON THE "MANCHURIA."

Shortly after midnight yesterday a fire was discovered to have broken out in the No. 3 hold of the Pacific Mail steamer *Manchuria*. The crew were called out and set to work to extinguish the flames, but all efforts failed until the sea-cocks were opened and the hold flooded. About 130 bales of gunny bags were destroyed, and the loss is expected to amount to about \$9,000 gold. Fortunately the ship was not seriously damaged.

OVERCROWDING OF VICTORIA GAOL.

Whether any attempt is being made to deal in a serious manner with the overcrowding of Victoria Gaol is not known, but it is known that the discharge of prisoners before their sentences are expired continues. A few days ago we announced that two murderers had been discharged, and we now learn that at the same time some fifteen or sixteen short sentence men were released before they had completed their sentences.

THE WRECK OF THE "DACRE CASTLE."

The message sent to Japan by the Captain of the Japanese cruiser *Itakushima*, at Keelung, stated that the *Dacre Castle* left her anchorage—presumably to avoid the possibility of being driven ashore—and came out close to the cruiser. The ship, however, apparently caught the full force of the storm, and was carried ashore and broke her back amidsthips. The *Itakushima* tried to render assistance, but without success.

A WIRELESS CHAIN IN THE PACIFIC.

It is stated that the Marconi Wireless Telegraph Company has a scheme under consideration for opening a wireless telegraphic service across the Pacific between Honolulu and the Philippines, with an intermediate station at Yokohama, so as to establish communication between San Francisco and Manila.

BRITISH PENSIONS LIST.

A "Supplement" Blue Book just issued shows that there are 4,140 ex-Civil servants drawing pensions, grants, and allowances, which amount to \$708,362 per annum. Amongst the curiosities of the pension-books are "chaplains" of Fochow and Madeira, who were "abolished" in the seventies, and still live to remind the Treasury of the penalties of hasty "reorganisation."

LOCAL SPORT.

CRICKET.

DEPARTMENTALS v. CIVIL SERVICE.
A friendly match takes place between the Staff and Departmentals and Civil Service on the Civil Service ground this afternoon. The following team will represent Civil Service:—Witchell, Cox, Spurge, Tarrant, Bacon, McLeod, Sara, McKay, Lindsell, Wood and Dawson.

LAWN BOWLS.

A match between the Police, who are the champions of the Lawn Bowls League, and the Rest of the League will be played on the Police Green this afternoon, starting at 3.30. Kowloon, Civil Service and Taikoo Clubs each send along one rink.

LAWN TENNIS.

In the lawn tennis championship final on the Civil Service courts E. C. Barlow beat R. P. O. Bird, 7-5, 3-6, 9-7, 5-7. In the doubles H. A. Nisbet and Phelps won comfortably in the final. Barlow also won the "A" class handicap competition, and C. Bond the "B" class competition.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

THE CHINESE LOAN.

ACCLAIMING "THE NEW FINANCIER."

LONDON, September 27th.
Despite the action of the Government and the opposition of the other Powers, the prospectus of the first half of the £10,000,000 Chinese Loan was issued in London on Thursday afternoon and quoted at a premium of 1 per cent. The subscription list opens on Friday and closes on Saturday.

Mr. Crisp, who negotiated the loan, interviewed by Reuters' representative, dwelt on the Foreign Office objections. He was told that it was quite hopeless to proceed with the negotiations, whereupon he requested a letter from the Foreign Office asking him to refrain for reasons of State. This was not forthcoming, and consequently he informed the Foreign Office that he would proceed with the issue in accordance with the contract with China.

Prominence is given in the papers to portraits and character sketches of Mr. Birch Crisp. The papers hail him as "The New Financier" whom they compare with David against Goliath and Athanasius against the World, and declare that he has won a victory against the most powerful combination in the world's history.

The fact that the loan has been arranged by English bankers, under English auspices, has captured the imagination of the City, which is confident that it will improve the British position in the Far East.

The Press editorials generally approve of the loan, though the *Morning Post* denounces the critics of the Foreign Office for their ignorance of the Far East, and views the situation with misgivings. The question asked by all the papers is whether the public will appreciate the pluck and confidence of Mr. Crisp and subscribe.

The *Times* in its comment on the loan on Wednesday stated:—At the same time we have no sympathy with monopolies. No policy can be successfully carried out in England without a large measure of public support. The Government's policy has been based too exclusively on the particular interests represented in England by one powerful institution, the Hongkong & Shanghai Bank, to secure the support of British finance, which is indispensable to its permanent success.

Large crowds awaited the prospectus for the Chinese loan outside the issuing banks.

[The Peking correspondent of the N.C. Daily News, telegraphed on the 23rd inst.:—China has informed the Six Power Group that the first instalment of the London loan having been accepted, that transaction cannot be cancelled. She expresses a sanctimonious hope, however, that this fact need not prevent the continuation of negotiations for a separate loan. The Six Power Group, after this, intends to maintain a dignified silence and allow the London loan to defeat itself. The news that the more important banks are not participating and that the treasury bonds are being vigorously hawked, suggests that the prospects of the London transaction are not rosy, and that the Chinese will soon again be knocking at the Six Powers' door.]

THE MUTINY AT WUCHANG.

250 MUTINEERS EXECUTED.

WUCHANG, September 27th.
The details of the Wuchang outbreak are coming to hand. It appears that two thousand cavalry started the mutiny and had arranged that the artillery should join them, but the latter failed them. General Chi Men, who was forewarned, opened the city gates, letting in fifty of the mutineers, who were immediately shot. Subsequently General Li Yuan Hung despatched loyal troops, who captured 200 of the mutineers, whom they executed. The remainder fled.

The city is now peaceful.

LAND INCREMENT IN THE UNITED KINGDOM.

LONDON, September 27th.
The inland revenue report shows that the land increment value duty produced only £6,220 to March 31st.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE TYPHOON IN JAPAN.

BIG STEAMER STRANDED.

TOKYO, September 27th.
The turbine mail steamer *Umegaka Maru*, belonging to the Japanese Volunteer Fleet, grounded during the typhoon at Shimonoeki. She is insured for 1,000,000 yen at Lloyds.

The Captain endeavoured to commit *harakiri*, but was prevented.
[The *Namsang* was in Moji harbour at the time and Captain Burchard and his officers witnessed the vessel sink at her moorings at 6.45 a.m. on the morning of the 23rd inst.]

[THROUGH REUTERS' AGENCY.]

GREAT DESTRUCTION THROUGH-OUT THE COUNTRY.

TOKYO, September 27th.

The typhoon was the worst experienced during the last fifty years. The damage exceeds 40,000,000 yen, the death toll is tremendous, and the crops are ruined. It was most severe at Nagoya, Gifu, Osaka and Nara, in which places there are tens of thousands homeless and not a house that has not been damaged.

At Nagoya a tidal wave demolished the harbour, sinking three steamers and causing several to be driven ashore. At Gifu there was a loss of 202 lives and 283 people were injured.

The *Kieko Maru* foundered off Enshu, the crew and passengers being lost.

At Osaka 20,000 houses were ruined and the harbour wrecked, while the venerable shrine of Nara, which is 1,000 years old, collapsed like a house of cards.

LATER.

A message from Tokyo states that the communications are not yet fully restored. Four hundred fishermen were drowned at Sapporo, but there is no news of the missing torpedo-boats.

In many places temples, schools and offices have been wiped out, forests have disappeared, and the face of the country is unrecognisable.

THE BALKAN UNREST.

GRAVE SITUATION.

LONDON, September 27th.

Turkey's partial mobilisation in the guise of manoeuvres has added an almost gloomy tone to Count Berchtold's speech and has deepened the gravity with which the Balkan situation is viewed, though it is generally believed in most capitals that the efforts of the Powers will succeed in preventing a conflagration.

TURKEY SHOWS HER PREPAREDNESS.

The orders of the Porte involve the raising of four army corps around Adrianople, reinforced by the whole of the second line of Redifs of four vilayets. This action is justified in Constantinople on the ground that the chief argument of the Bulgarian Chauvinists is that Turkey is unprepared and disorganised, and their disillusionment will strengthen the interests of peace.

AUSTRIA'S WARNING.

Austria has warned Turkey that unless the promised reforms are carried out it will become difficult for the Powers to continue to exercise a restraining influence on the Balkan States.

GREEK PROTESTS TO THE PORTE.

A message from Athens reports that owing to the Turks firing on a Greek mail steamer off Samos the Government has protested to the Porte, demanded an apology, punishment of the offenders, and compensation for the damage to the ship and the passengers' luggage.

BULGARIA REMONSTRATES.

Reuters' correspondent at Sofia wires that the Government has remonstrated with the Porte for the firing on Bulgarian outposts on the frontier.

TURKEY'S MILITARY FORCES.

Reuters' correspondent at Constantinople wires that one hundred battalions of Redifs have been called out, of which four divisions will participate in the manoeuvres at Adrianople, and the remainder will replace the disbanded and time-expired troops, thus maintaining a total effective force in European Turkey of 300,000 men.

[THROUGH REUTERS' AGENCY.]

THE ULSTER COVENANT.

LONDON, September 27th.

Addressing a meeting of 10,000 people making a demonstration against Home Rule, at Ballyronney, County Down, Lord Charles Balfour counselled the men of Ulster to prepare for eventualities and to be ready for deeds.

LIBERAL NEWSPAPER ENTERPRISE.

LONDON, September 27th.

A Liberal syndicate has acquired by auction the *Midland Express* and subsidiary Conservative publications in Birmingham with a view to starting a Liberal newspaper in Birmingham, where, up till the present, there has been a Unionist monopoly.

FIGHTING AT SAMOS.

LONDON, September 27th.

A message from Constantinople states that sharp fighting between the Turks and the insurgents has taken place at Samos.

British and French cruisers have landed men to protect the consulates and foreigners.

CANADA AND IMPERIAL DEFENCE.

LONDON, September 27th.

Reuters' correspondent at Winnipeg telegraphs that the Premier of Manitoba, who is believed to enjoy the confidence of Mr. Borden, announces that the latter will propose to offer two Dreadnoughts to Great Britain pending the final decision of the Dominion's policy.

THE DEARNESS OF LIVING.

LONDON, September 27th.

A message from Boston states that the International Congress of the Chambers of Commerce has passed a resolution recommending an international conference on the dearth of living.

FATAL MOTOR-CAR COLLISION.

LONDON, September 27th.

Reuters' correspondent at Lyons wires that Mr. Charles Veison, the well-known airman and aeroplane constructor has been killed, and an airwoman badly in a collision between motor-cars at Belle Ville-sur-Saone.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, September 25th.

AN ABORTIVE EXPEDITION.

The military expedition which left the Colony last week and in conjunction with Chinese troops made a thorough search of the islands of Colowan, Vong Cam, etc., have returned to the city. The result was, as was perhaps to be expected, no trace of the pirates being found. The commanders of both the Chinese and the Portuguese parties signed a declaration on the gunboat *Maeanu* that the troops of both nations had joined in an expedition for the extermination of the pirates. The men in both camps fraternised and parted in the best of friendship.

THE ANNIVERSARY OF THE REPUBLIC.

An effort is being made by local Chinese to celebrate the inauguration of the Chinese Republic on October 28th by a great feast and processions, and the result is likely to prove a joyous but noisy demonstration.

THE PORTUGUESE REPUBLIC.

The *Leal Senado* is inviting subscriptions for public illuminations on the 3th prox. on the occasion of the celebration of the anniversary of the second year of the Republic of Portugal.

DEATH OF AN OLD RESIDENT.

Mrs. Florentina de Carvalho Carneiro died at her residence at the advanced age of 88 years, a record in our time.

THE HARBOUR.

The channel entering our port will soon be lighted by luminous buoys. It is stated that the new harbour regulations provide that only steamers having the Government pilot can use this channel. Those who do not are liable to a fine, I believe, of \$250.

FIRE RUMORS.

The Public Works Department are again prohibiting the use of private fire pumps, a policy which cannot be too strongly condemned.

CORRESPONDENCE.

THE LOAN: A CHINESE VIEW.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—After reading your leading article of yesterday morning (26th inst.) one cannot help feeling that there is either a total lack of knowledge of what are the actual conditions in China or the principal reasons why the Republican Government has refused to accept the obnoxious terms of the Six Nation Group of Bankers. It is well known that the foreign newspapers in the Far East have most assiduously refrained from mentioning a word about the Sextuple's demand for a five years' monopoly, which was one of the terms imposed by them, before China was to be permitted to appeal to the markets of Paris and London for such funds as she might require. Needless to say, this seemed to Mr. Tang Shao Yi such a barefaced attempt to place China for five years under the yoke of the Six Nation Group of Bankers that he refused point blank to consider the matter or even to lay it before the National Council. The result was that when the Six Nation Group of Bankers found that their little scheme to throttle China had not succeeded, they immediately started to raise a howl about the Nation being bankrupt, and China could not expect Europe to assist her with money to set her house in order unless she was prepared to re-organize her Finance Department and introduce foreign supervision. Of course, this cry was taken up by every foreign newspaper in China and made the most of with the object of frightening the financial world, and eventually bringing China to her knees. The question of the monopoly was most carefully kept in the background, since Europe was certain to express her strong disapproval at this attempt to enslave the new Republic.

The Foreign Ministers in Peking were in some way persuaded to lend their support to the Six Nation Group of Bankers, with the result that they deliberately set to work to hoodwink their own Governments, who were foolish enough to agree to the proposition that the Chinese should be told that they would only obtain recognition as a Republic Power if they undertook to borrow money from the Six Nation Group of Bankers (to whom they had lost their support). They laid great stress upon the fact that China must re-organize her Finance Department, which they maintained could only be done with foreign advisers and under foreign supervision, and that it would not be advisable for China to obtain any financial assistance for five years to come except on such terms and conditions as the Six Nation Group of Bankers cared to dictate.

It is well known that China's credit in London and Paris is good, and it is in these two places that she will get all she requires, but, unfortunately for her, the Republican Government has not as yet started the necessary newspaper campaign. The result is that the Press in the East has consistently voiced and shown only the views of the interested parties, to the detriment of China. Unfortunately it is not generally known in Europe that the foreign Press in the Far East lacks independence in the expression of its views.

China has carried out her change in government in a most marvellous way without any assistance, and it is only fair that she should be given due credit for what up to now has been accomplished. But the general idea among foreigners in China is that her progress will be too fast if she is allowed a free hand and the good old, rapid money-making days of the Manchou régime will have gone, never to return. As a result we have this attempt of the Six Nation Group of Bankers to stop her progress unless she will consent to do as she is told for five years, and naturally all plums in the way of concessions, etc., must go to them or their nominees!

To any reasonable-minded friend of China it must appear inconceivable how the foreign Governments could have been so blind as to allow themselves to be led into such a ridiculous position from which they cannot expect to retire with dignity. The mistake has been made by the British Government, but fortunately independent English financiers have been shrewd and quick enough to see that a blunder had been made, by the Six Nation Group of Bankers, and it is now their opportunity to get in with the Republican Government so as to obtain a footing where otherwise there would have been a monopoly.

Why strive to kill the new-born babe or make it grow up a miserable weakling, because the mother cannot suckle it, by refusing any nourishment, unless those responsible for its bringing up undertook that for five long years the infant should be fed on nothing but Sextuple milk?

Europe has been surprised at Japan's progress, but China will yet astonish the world by showing what she can do with her old solid foundations to build upon. —Yours, etc.,

A CHINESE PATRIOT.

[Our correspondent's taunt that the Press of the Far East has most assiduously refrained from mentioning that the Sextuple Group demanded a five years' monopoly, is entirely unjustified. No secrecy has been maintained in regard to the point. The Chinese Government estimated that it needed to borrow a total sum of £50,000,000 and this amount the international group of bankers was prepared to provide in instalments extending over a period of five years, on certain terms and conditions. One of these conditions was that no other loan would be raised by China during that period—a condition dictated by ordinary prudence, for the protection of so large an investment in a country whose immediate future is so uncertain. We cannot too strongly emphasise the fact that the Foreign Governments in supporting the international group are actuated not by considerations of advancing the interests of particular banking corporations, but because the arrangements to which the group are pledged afford the best possible safeguard against the dangers of foreign intervention and direct control of the whole of China's finances.—Ed.]

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 27th September state:—

The market generally has ruled quiet during the past week, but rates on the whole have been well maintained and close steady. Sterling "Rubbers" have eased off somewhat owing doubtless to the continued decline in the value of the raw material, and the market closes quiet. Fine Hard Para Rubber is last quoted per "Reuter" at 4/6 per lb., and Finest Smoked Plantation Sheets at 4/5 1/2 per lb. At the usual fortnightly Rubber Auction held in London on the 25th inst. 850 tons of Plantation Rubber was sold realizing 4/5 1/2 to 4/8 per lb. for Unsmoked and Smoked respectively. There is no change in discount rates, which remain at 4 per cent. (Bank of England) and 3 1/2 per cent. (open market). Bar Silver closes at 24 1/2, ready, 23 1/2/16d. forward, and Sterling T. T. at 2/ 9/16d. Shanghai T. T. is quoted at 72.

BANKS.—Hongkong and Shanghai have ruled quiet with small sales from 8825 down to 8820, at which latter rate more shares can be obtained. London has advanced 10/- to 283.

MARINE INSURANCES.—Unions after further small sales at 8905 and 8907 close firmer with probable buyers at 8910. Cantons are procurable to a limited extent at 82 1/2, with probable buyers at slightly under that rate. China Traders, North China and Yangtzes are unchanged and without local business.

FIRE INSURANCES.—China Firms are wanted at 8125, and Hongkong Firms at 8205, the latter being obtainable at 8200. Sharrins, Hongkong, Canton and Mexico Firms wanted by buyers at 825.

INDO-CHINA have needed to 864, the London rate having also declined to 138/9 (middle). China and Manila have been booked at 85.65 and Star Ferrys at 84.6. Douglases are procurable at 825 ex the dividend of \$1.50 per share paid on the 23rd inst. Shell Transports are wanted for London account at 112/6, the middle quotation being to-day 112/9.

REFINERIES.—China Sugars are quiet with probable sellers at 8113. Lasons on the other hand have improved and can now be placed at 823.

MINES.—Troops have advanced to 75/9, and Kailas (Chinese Engineering) to 33/9, both middle price. Rea-woods are quiet at 4/-, and Raubs at 83 1/2 after sales. Pahang Consolidated have advanced to 13 1/2 (middle price) with London a buyer at 12/6.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled quiet, and close with probable sellers at 846. Kowloon Wharves have been done at 865 1/2 and 868, and more shares could probably be obtained at the latter rate. New Amoy Docks are quoted at 86 1/2. Shanghai Docks at 75, and Shanghai and Hongkong Wharves at 75 1/2.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been booked at 8103 and close steady. Kowloon Lands are wanted at 834, and West Points at 855. Hongkong Hotels can still be placed at 8114 and 873 for the old and new issues respectively, but no business is reported. Humphreys Estates have again been done at 874.

COTTON MILLS.—Ewos could probably be placed at 75s. 10s. at which the last sale is reported. Hongkongs have been booked at 84 1/2, market closing with sellers at 85.

MISCELLANEOUS.—Cements continue on offer to a limited extent at 84, but at slightly under this there are buyers for cash and sellers forward. China Bornes have been done at 89 and Electrics at 82 1/2. Union Water Boats have sold and are in further request at 810 1/2. Langkats are again easier with sellers in Shanghai at 84.

MEMOS.—Extraordinary General Meeting, Hongkong, Canton and Macao Steamboat Co., Ltd., 15th October, 1912. Ordinary Annual Meeting, China Light and Power Co., Ltd., to-morrow, 28th inst. Ordinary Annual Meeting, Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., 20th October, 1912. Ordinary Annual Meeting, Dairy Farm Co., Ltd., 21st October, 1912. LONDON QUOTATIONS.—The following quotations (middle price) were received from our London agents by wire this morning:—

United Serdangs	123/9
Sapongs	22/6
London Asiatics	12/-
Eastern Trusts	21/6
Rubber Trusts	11/6 premium.
Tronchs	75/9
Shell Transports	113/9
Indo-Chinas	138/9
London Ventures	1/-
Pahang Consolidated	13/5
Chinese Engineering	33/9
H.K. Electric Trams	4/9
Labus	9/6
Anglo-Malays	16/-

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 27th.

Though Conservatives in high quarters talk of forcing the Government to resign at an early date, the fact remains that the Premier intends, if possible, to keep in the saddle till the end of 1914. It is true that certain Nationalists are very nervous and are talking as though there was no hope for the Home Rule Bill this year, but the declared intention of the Liberals, according to those who ought to know, is that the Bill will be passed through the Commons without delay. After that it will be thrown out by the Lords without much parley. It will take two years before the Liberals can carry it over their heads, and it is part of the plan, as thus outlined, that this second passing should be just before the appeal to the country two years hence. But the measure would not be in operation till some time in 1915, and by that time the new House of Commons would be elected, on a reformed franchise. It is said to be a pious hope of the Liberals that the changes in the franchise will help them to retain office. Whether it will or not is a matter for doubt. It has not always been that way when an extension of the franchise has taken place, but this time the Liberals attach great importance to the abolition of plural voting.

THE PORTUGUESE NAVAL PROGRAMME. Provided the Republicans in Portugal manage to get order out of chaos, in spite of the royalists hanging on their flanks, Macao may yet see a fine Portuguese warship in Eastern waters, for the Portuguese Government are in negotiation with Vickers, Ltd., and Armstrong, Whitworth & Company for the construction of a new fleet. They will also, if the negotiations meet with no hitch, construct a new dockyard and naval base near the mouth of the Tagus, on the south bank of the river. There was a Commission appointed to consider this matter two years ago, and when the monarchy was overthrown the republicans continued the work, changing only the personnel. The plans have been altered somewhat, but still if carried out they will mean a very respectable start for a new Navy. What changes have been made have been due to the advances in the construction of naval armament more than anything else. In place of three 10,000 ton ships, armed with ten twelve-inch guns, there will be three 30,000 ton ships, carrying each eight 13.5 inch guns. There will be three scouts of 3,500 tons and 26 knots speed, instead of the 3,000 tons 22 knot vessels previously recommended. There will also be twelve 820 ton 30 knot destroyers and nine submarines. All will be built in England except three submarines, which are to be built in Portugal. At present the only armoured ship in the Portuguese fleet is the *Vasco da Gama*, built on the Thames 37 years ago. There has been a general rechristening of vessels since the revolution. For instance, the *Reiwa Dona Amelia* is now the *Republica*, and the Royal yacht *Amelia* has been turned into a scout and called the *5 de Outubro*, in memory of the day when the blow was struck. The British firms mentioned are also engaged in the reconstruction of the Spanish

ENGLAND AND JAPAN. I understand that it is quite possible, in addition to the mission of Prince Arthur of Connaught to attend the funeral of the late Mikado of Japan, Prince Alexander of Teck will go out next year to attend the coronation of the new ruler on behalf of King George. A royal representative of England was not present at the coronation of the late Mikado, but in view of the closer relationship in which Japan now stands to England, an English prince will be expected to attend this time. Prince Alexander, it will be recalled, attended the coronation of the King of Siam a little while ago.

LIFESAVING APPLIANCES. Ever since the *Titanic* disaster there has been a flood of life saving appliances at the Patent Office. The disaster put aviation clean out of the lead in new devices, and navigation took its place. Improved lifeboats, unsinkable devices and protective accessories have been keeping the inventors' brains very busy. It is still another demonstration of the way striking events set the patents going. When Mr. Chamberlain had a cab accident some years ago there was a speedy crop of new devices for the greater security of cab travellers. Within a few weeks of Sir Thomas Lipton having a nasty skid in his motor-car half a dozen non-slip appliances were patented.

THE P. AND O. The denial just issued by the P. & O. Steam Navigation Company to the report that negotiations are in progress with a view to the transfer of its business and fleet to another line is the second contradiction of the kind that has been officially issued since the beginning of the year. Yet during the eight months deferred stock has risen from 227 1/2 to 330, and at one time was as high as 432. A shipping correspondent writes: "A satis-

factory explanation of this increase may possibly be the prosperous condition of the shipping industry, but in responsible quarters there is, I am told, a firm belief that other factors are at work. There is also no doubt that the remarkable advance of steamship shares generally has whetted the appetites of investors, while yet another explanation is that rumours are being set afloat by jobbers who have a big amount of stock on their hands at high prices. All through it has been more than hinted that some great foreign interests are at the bottom of it. In this connection, however, I am able to state that the ninth supplementary charter of the Company stipulates that it must remain under British control, and that no foreigner shall (except with the previous approval of the Board of Trade) be qualified to hold office as a director or to be employed as one of the principal officers. Moreover, the provisions as to the transfer of stock are exceptionally stringent so far as the nationality of the shareholders is concerned.

MR. DINGLE'S BOOK ON THE CHINA REVOLUTION. Though Edwin J. Dingle's book on the China Revolution only appeared yesterday the newspapers have been quick to realise its importance as a contribution to rapid history. The *Globe* on the day of publication made it "The book of the day," and other papers have treated it as a front rank production. Mr. Dingle spent the revolution time mostly in the camp of General Li, and thus was able to see the inside view of the revolutionary campaign. Since then he has taken to himself a wife and is now in Jersey on his honeymoon. After that over the happy couple will make tracks for Shanghai again.

THE RIVAL LOAN SYNDICATES.

CHINA'S DEMAND TO THE SEXTUPLE GROUP.

The Peking correspondent of the *N. C. Daily News* telegraphed on the 22nd inst.:—

The Chinese Government has informed the Six Power Group that, unless £1,500,000 is advanced to-morrow to meet payments on September 25th, the Harvest Moon Festival, it will be compelled to avail itself of the instalment of the London loan. The Group will refuse to advance the money to-morrow, on the ground that the Chinese proposals regarding terms do not suggest that negotiations for a comprehensive loan would lead to an agreement.

Meanwhile the Chinese have withdrawn the instalment, thereby apparently committing themselves to the London syndicate.

These events indicate the imminence of a definite rupture with the Six Power Group.

SIGNS OF COLLAPSE. In spite of the news of the flotation of treasury bills in connection with the London loan, it is still regarded as improbable that the transaction can be completed. It is declared that the disapproval of Great Britain cannot but deter the British investor from venturing to invest his money in a country whose future is uncertain.

The withdrawal from the syndicate of several important banking institutions, whose names were originally associated with the transaction, and the fact that the treasury bills have not been taken up freely, indicate that the investing public is not enthusiastic.

BRITISH INTERESTS IN CHINA. It is claimed by promoters of the London scheme that the Six Powers combination in Peking relegates Great Britain to a position out of proportion to her immense interests in China, and their aim is to obtain for British capital an independent stake in China commensurate with British commerce.

The foreign view is that the former British financial preponderance has been shared with the other Powers as the price of a concession elsewhere and in order to assure a common policy on the part of the Great Powers towards China.

COMBINATION OR INTERVENTION. The present effort to re-establish the independence of British finance in China may, therefore, destroy the concert which at the present moment is largely influential in holding China together and substituting for unity a dangerous international scramble for opportunity and concession.

The conditions imposed by the Six Power Group for lending money to China are in reality precautionary measures designed by the Governments interested with a view to minimizing the possibility of future default and consequent intervention.

PORTUGUESE FINANCE.

MORE SATISFACTORY SITUATION.

According to the official statistics, the financial and commercial situation in Portugal seems now to be improving, says the *Times* correspondent at Lisbon. The different State taxes collected in the Lisbon district during July last amount to £280,000, showing an increase of £50,000 over the same month last year. Exports and imports are increasing; the rate of exchange remains steady; Custom-house revenues are also increasing. This is important, as these revenues are chiefly destined to pay the interest on the various foreign loans. At the same time, the Government is doing its utmost to develop the colonies; several concessions of large territories in Angola and other parts of Portuguese Africa are on the way to being granted. Two of these concessions will be financed by British capital.

REPORT ON HONGKONG PRODUCTS BY THE IMPERIAL INSTITUTE.

OILS AND OIL SEEDS.

A number of samples of oil and oil seeds were received by the Imperial Institute amongst other products from Hongkong in July, 1911, and the results of their examination and commercial valuation are given in the current *Bulletin* of the Institute, whilst samples of the different products may be seen in the Hongkong Court in the Public Exhibition Galleries of the Imperial Institute.

With regard to four samples of ground nut oil received, it appears that their valuation varies between £28 to £30 per ton, less 2 1/2 per cent. discount. Of the sample of "Tai Fung Chi Yau" oil, the report states that this appears to be derived from *Uptencarpus anthelminticus*, or possibly some closely allied species. In the United Kingdom the oil would only be suitable for soap making, and it is not worth consideration for this purpose unless large quantities are available. Four varieties of soy beans were received, and the reports on these show that they are valued by brokers at prices ranging from 27 10s. to 28 per ton. A firm of oil-seed crushers to whom these particular samples were submitted stated that the amount of moisture present was in all cases just over 8 per cent., which is considerably less than that in the Manchurian beans commonly imported into Europe. These Hongkong beans would undoubtedly be preferred from this point of view, and there would also be less risk of damage during transit than in the case of beans containing a higher percentage of moisture. A specimen of soy bean oil that was submitted was valued by a firm of oil merchants at 23 1/2s. per ton in Hull, as a normal soy bean oil.

A rather unfavourable report was made on the sample of hemp seed received. This was submitted to a large firm of oil-seed crushers, who reported that it was dull, dirty, and small, and generally rather poor in quality; whilst the yield of oil was low and the percentage of woody fibre high. They valued the seed at not more than 28 1/2s. per ton in Europe, against 29 to 29 10s. for ordinary good hemp seed. As regards the tea-seed oil, said to be imported to Hongkong from Wuchow, this was submitted to a firm of soap makers, who stated that it made a softer soap than cotton seed oil, and would therefore be worth about 21 per ton less than the latter, the current price of which was £22 2s. 6d. per ton in Hull. This oil would find a market in the United Kingdom for lubricating and soap-making purposes. Tea-seed cake, which consists of the cake left on expressing the tea-seed oil referred to from the seeds of *C. Sasanguina*, also came under examination. While unsuitable for a feeding cake and other purposes, it appeared to be sufficiently rich in saponin to be of use in the preparation of vermicides for dressing lawns, and samples were accordingly submitted to two firms of manufacturing chemists, who both reported favourably in this connection, and offered to purchase trial consignments.

EDIBLE BEANS. Several samples of edible beans were included in the collection of commercial products from Hongkong referred to above. No. 1, *Dolichos lablab*, Linn., whose native name is "Pin-tau", are imported to Hongkong from Chekiang, and are said to be available in quantity for export. Of these, one firm reported that the beans would not be saleable in the United Kingdom, whilst a second advised unfavourably, stating that to find a market in London they would have to be offered at a price much below that of Bangueo beans. Sample No. 2, *Vigna Catanga*, Walp. (native name "Moi-tau"), are said to be imported from Quinhon, Annam, and the quantity available for export is uncertain. Of these, merchants reported that there is a small sale for such beans in the United Kingdom at 28 1/2 per ton. The No. 3 beans, *Phaseolus Mungo*, Linn. (native name "Hung-tau"), are imported from Newchwang, and are stated to be available for export from Hongkong in large quantities. They were also submitted to merchants, who valued them at about £2 13s. 6d. per ton c.i.f. United Kingdom ports. The next sample, *P. Mungo*, Linn. (native name "Chik Shiu-tau"), were valued at the same price. They come from Kwangtung Province, and large quantities are said to be available for export from Hongkong. The last sample, *P. Mungo*, Linn. (native name "Luk-tau"), which are imported from Newchwang, and are said to be available for export in large quantities, were valued at a slightly higher figure, viz., 28 15s. per ton c.i.f. United Kingdom ports; but this price is not remunerative, it may be noted, to Barmese exporters of these beans. In the cases of all the prices quoted, the merchants pointed out that the current prices for beans in the United Kingdom were exceptionally high, and that the various samples would probably fetch less in an average year. Samples of all these beans also have been placed on exhibition in the Hongkong Court in the Public Exhibition Galleries of the Imperial Institute.

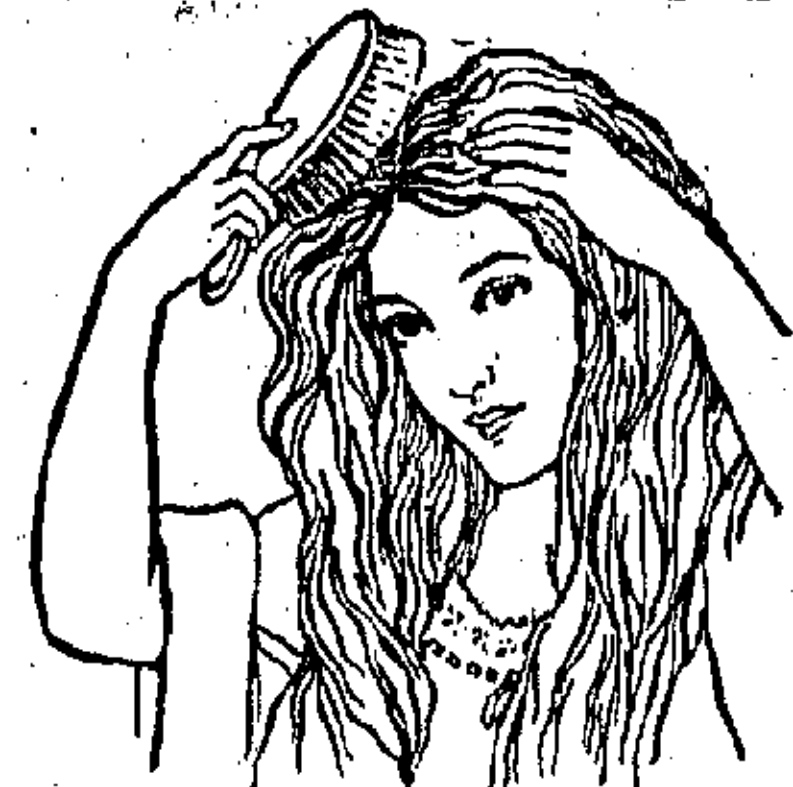
DEATH OF CAPTAIN J. W. EKSTRAND.

The death occurred in Yokohama early yesterday morning, says the *Japan Chronicle* of the 16th inst., of Captain J. W. Ekstrand, at the advanced age of 80. Captain Ekstrand was one of the oldest foreign residents in Japan. He came out in the early sixties, and entered the service of the Mitsui Bishi Company. Later on, when the steamship company amalgamation was effected, Captain Ekstrand joined the service of Yusen Kaisha, and remained in the service of that company until about six years ago, when he retired, the N.Y.K. making him a very handsome present on his retirement.

Captain Ekstrand made very many friends during his long service on the Japan coast, and was for years one of the best-known figures among the foreigners in the Japanese mercantile marine.

INTIMATIONS.

CUTICURA SOAP BEST



FOR SKIN AND HAIR

It is so because of its extreme purity, delicate emollient properties, and refreshing fragrance. It costs but little more than ordinary soaps, wears to a wafer and gives comfort and satisfaction every moment of its use, for toilet, bath and nursery.

Samples sent free. Book free from nearest depot: Newbery, Dept. 22, 27, Charterhouse St., London, E.C. 1. Cape Town: Muller, Backhouse & Co., 10, Victoria Road. Sydney: D. & C. Corp., 10, Pitt St. Boston, U.S.A.

89-6

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ALEXANDRA BUILDINGS, CHATER ROAD.

Always have on hand a very large complete stock of

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(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

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BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

LARK & CO. SCIENTIFIC OPTICIANS YORK BLOCS, CHATER RD. HONGKONG

75

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

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NEW ADVERTISEMENTS

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO VIA HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 1st Oct., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 4th Oct., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on SATURDAY, 5th Oct., at 10 A.M.

All Claims must be filed on or before FRIDAY, 11th Oct., otherwise they will not be recognised.

S. MORIMOTO, Agent.

Hongkong, 27th September, 1912. [1145]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—
Far Eastern News.
Leading Articles.

Agriculture in China.
The Tibetan Problem.
The Peace Movement.
The Loan Question.

Dr. Sun Yat-sen's Railway Schemes.
Random Reflections.
Hongkong News.

The Magistracy.
The Peak Burglaries.
The Tiger Again.
St. Stephen's College Old Boys' Association.

Hongkong St. Andrew's Society.
The Life of a Prison Warder.
Sanitary Board.

Golf.
The Junk "Ningpo."
Overcrowding of Victoria Gaol.
Supreme Court.

The Tibetan Question.
Typhoon Damage at Foochow.
The Late Miss Eyre.
Dr. Morrison's Marriage.

Company Meeting.
China Sugar Refining Co.
Japanese Shipping Subsidies.
Coral Mine Mis-Managed.

Correspondence.
Casting Bylaws.
Collision at Shanghai.
The Republic of China.

The Ex-prince Regent and Dr. Sun Yat-sen.
Chinese Ordered to Leave Vladivostok.
High Exchange in China.

Diplomatic Friction at Canton.
Loans to the Canton Government.
Telegrams.

Hongkong Football League.
The Philippine Islands.
Japan and Northern Cables.
The Mongolian and Tibetan Problems.

Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent; including postage, 31 cents each.

\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage \$2.
Hongkong, September 28th, 1912.

CHINESE GOVERNMENT
5 Per Cent. GOLD LOAN.

LLOYDS BANK, Ltd., London, CAPITAL AND COUNTRIES BANK, Ltd., London, LONDON AND SOUTH-WESTERN BANK, Ltd., London, and CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, Ltd., London, will offer immediately on behalf of Contractors £2,000,000, FIRST HALF OF £1,000,000, 40 years 5 per cent. NEW CHINESE GOLD LOAN at 95 per cent. in BONDS TO BEARER of £20, £100, £500 and/or £1,000, payable 30 per cent. on application and allotment, 25 per cent. 2nd November, 25 per cent. 2nd December, 15 per cent. 15th January, 1913. Scrip Coupons payable 31st March, 1913, in full on and from date of payment of instalment.

Loan redeemable by yearly drawing at par commencing 1923 with option to Government to pay off whole or part of Loan not yet due after 15 years at 102½ and after 25 years at par. Loan secured by direct obligation of Chinese Government for principal and interest and first charge on Salt, Opium, Surplus Revenue, not charged, guarantee by Chinese Government to be at least £2,000,000 Keping Taels. List of application will be closed on or before 28th September.

INTENDING SUBSCRIBERS ARE INVITED TO COMMUNICATE WITH THE LOCAL BRANCH OF THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. [1140]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River etc. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held in the Pavilion of the Hongkong Cricket Club, on TUESDAY, 1st October, at 5.30 P.M.

By Order, B. E. FIELDER, Acting Hon. Secretary.

Hongkong, 21st September, 1912. [1129]

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held in the Offices of Messrs. GIBB, LIVINGSTON & CO. on WEDNESDAY, 2nd October, at 5.30 P.M.

By Order, A. HAMILTON, Hon. Secretary.

Hongkong, 25th September, 1912. [1133]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 5th October, 1912, at 12.30 P.M., at the Office of the Hongkong Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 21st September, 1912. [1115]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on the Fifteenth day of October, 1912, at 12 o'clock Noon, when the proposed Resolution will be proposed, viz.:

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of Modification, submitted by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the Resolution be passed by the required Majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

A copy of the New Regulations may be seen at the Registered Office of the Company.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Dated the 18th day of September, 1912. [1096]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. F. HESSE has left our Firm as from 15th June a.c. and his Power of Attorney has been WITHDRAWN.

BUME & REIF, Hongkong, 27th September, 1912. [1141]

HONGKONG CLUB.

NOTICE.

THE TWENTY-SECOND DRAWING of SIXTY-FIVE DEBENTURES of the Hongkong Club (1896 issue, \$100.00 each) was held in the Hongkong Club House, on WEDNESDAY, the 25th September, 1912, when the following Debentures were drawn for Redemption:—

26	385	722	1263	1626
120	416	761	1318	1653
125	428	795	1320	1716
140	432	827	1359	1734
142	552	311	1362	1743
150	534	919	1384	1802
165	537	1038	1450	1850
247	599	1078	1481	1859
248	605	1089	1483	1880
250	612	1132	1511	1900
283	638	1151	1531	1921
288	690	1208	1566	1966
359	698	1236	1568	1971

and will be Payable at the HONGKONG and SHANGHAI BANKING CORPORATION, on MONDAY, the 30th September, 1912, in Exchange for surrender of same.

By Order, J. S. DOBIE, Acting Secretary.

Hongkong, 25th September, 1912. [1135]

INTIMATIONS



JUST ARRIVED!

WALK-OVER Shoes in all the new toes, patterns and leathers for Fall and Winter wear are on exhibition in our store. Come in and see them. You'll be glad you did.

FOR MEN AND WOMEN.

MEN'S

TAN AND BLACK

CALE BOOT.

PRICE:

\$10.00 - \$12.50

per pair.

LANE CRAWFORD & CO.

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE ELEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, No. 6, Connaught Road, Victoria, TO-DAY (SATURDAY), the 28th September, 1912, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 25th, until SATURDAY, 28th September, 1912, both days inclusive.

SHEWAN, TOMES & Co., General Managers, Hongkong, 28th September, 1912. [1104]

HONGKONG COTTON SPINNING, WEAVING & DYING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers on WEDNESDAY, the 2nd October, at 12 Noon, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th September to the 2nd October, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 21st September, 1912. [1114]

CHEESE!

EXTRA CHOICE

CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[30]

JUST UNPACKED!

"CLYTIE" LATEST SHAPES.

IMPROVED SHAPE. SANITARY HAIR GOODS. Frizzettes, Waved Mohair and Crepe, Hair Bells, Hair Frames, New Turban, Round Bun Frame, Watch Spring Frames, Light Brown, Mid Brown, Dark Brown and Black, and Bandeau and Elegant Effective Hair Ornament.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong, 13th September, 1912. [150]

水汽水通士

HOME-MADE MINERAL WATERS—BETTER THAN FACTORY-MADE. Why continue purchasing factory-made Mineral Waters? Make your own Mineral Waters at home at a cost of 90 cents a DOZEN SYPHONS. Then you know the water is pure, and contains no disease germs. With the 'PRANA' SPARKLETS SYPHON and a dozen Bulbs you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell 'PRANA' SPARKLETS SYPHONS AND BULBS. Price of SYPHON \$2 each. BULBS 90 cts. per box. WHOLESALE PRICE:—SYPHON per doz. ... \$16.00 F.O.B. BULBS per doz. boxes ... \$ 8.00 F.O.B. KWONG SANG HONG, LTD., WHOLESALE AGENTS, 246 and 248, Des Voeux Road, Central, HONGKONG.

FOR SALE

SALE OF VALUABLE LAND IN MANILA, P.I.

FOR SALE.—A large tract of land situated on the Quay on northside of Pasig River near Farola light—250 meters above Farola Quay and bounded by the Vitas Canal and various machinery bodegas, on the back by the Bay. Has a superficial area of 49,092 sq. meters of ground level with the wharf. Various warehouses and other structures radiate from the above mentioned land—and the location has a big future, being susceptible of great exploitation.

For information address—

JUAN SOLER, Administrator, 112 Escalita, Manila, P.I.

[1087]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWERS, SEEDS, CIGARETS, BOOKS, TOYS, &c. Just Received a Fine Selection of BABY DOLLS WITH CHINESE DRESSES.

[889]

ENTERTAINMENT

THEATRE ROYAL.

TO-NIGHT! TO-NIGHT! AT 9.15 P.M.

"PENELOPE," Lyrics by G. P. HAWTHORNE.

Musical by EDWARD SOLOMON.

"A MARRIAGE HAS BEEN ARRANGED," Comedy by A. STRO.

IMPRESSIONS IN LIGHT AND SOUND.

TICKETS:—Dress Circle and Stalls, 3s; Pit and Gallery, 2s and 1s. Soldiers and Sailors in uniform Half-Price to Pit and Gallery.

FULL ORCHESTRA.

In Aid of the Cathedral Organ Fund.

Booking at MOUTRIE'S, Hongkong, 27th September, 1912. [1075]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of September, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Queen's Road East, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a GROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years. [1120]

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Containing in Square Feet	Annual Rent	Upset Price
103	108	140	155	15,158	104
2,27					

TO LET

TO LET:

ON AND FLOOR, NO. 2, PRINCE STREET, ONE-ROOMED OFFICE. Apply Property Office, JARDINE, MATHESON & Co., Ltd., Hongkong, 23rd May, 1912. [733]

TO LET.

NEW First Class SIX ROOM HOUSES in Cameron Road, Kowloon, from the 1st of October next. Moderate rent. Apply to—

SPANISH DOMINICAN PROCUROTOR

2, Seymour Road, Hongkong, 27th August, 1912. [1018]

TO LET.

GODOWNS in No. 94a and No. 94b, Praya East, Wanchai, from 1st October next. Apply to—

KWONG SANG HONG, LTD.,

248, Des Voeux Road Central, Hongkong, 7th September, 1912. [1061]

TO LET.

OFFICES in KING'S BUILDING. Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd., Hongkong, 1st September, 1912. [121]

TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor, NO. 13, BEACONSFIELD ARCADE, First Floor, 68, PEAK, MOUNT KELLET, Partly Furnished, for 7 months, from 1st November. Cheap Rent.

NO. 113, PEAK, KIRKENDALL, FIVE ROOMS, Furnished, immediate possession. NO. 19, SHELLY STREET, LARGE ROOMS, Central Position, Cheap Rent.

For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 23rd September, 1912. [1122]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front East Point. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd., Hongkong, 15th August, 1912. [995]

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 43 with WHARF.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 16th August, 1912. [869]

TO LET.

MODREENAGH, 21, THE PEAK, for Six Months from 1st November. Apply Property Office, JARDINE, MATHESON & Co., Ltd., Hongkong, 4th September, 1912. [1046]

DYSENTERY.

A REVIVIFYING AND RESTORATIVE TREATMENT.

Second, perhaps, only to Malaria is the suffering caused by Dysentery, which is known by the intense pain and difficulty with which the bowels act, and by the passage of mucus and blood.

The treatment which may be regarded as classical is the administration of 15 to 20 grains of ipecacuanha in water, and repeating the dose every three or four hours. If begun early, this will nearly always give relief and arrest mischief. Only liquid nourishment should be given and, of course, the doctor should be summoned when possible. He will, no doubt, prescribe Dover's powder with quinine, hot fomentations and perfect rest in bed, and will legislate for any sudden relaxation of the bowels by a dose of astringent medicine, to which a few drops of laudanum have been added.

In considering the subsequent feeding of the sufferer, there is nothing upon which reliance may be more confidently placed than Sanatogen, which the physicians to practically all the crowned heads of Europe use to maintain and restore the health of their royal patients.

WHY IT IS SO VALUABLE.

It would be impossible to exaggerate the value of the preparation for the inhabitants of hot countries, and those who are subject to the enervating influences and diseases due to the climate. Composed of the body-building elements of the purest cow's milk, "chemically combined" with that salt of phosphorus which is found in the nervous system, Sanatogen exercises a nutritive influence over the whole body, which is as powerful as it is perfect.

It revitalises the blood, increasing the number of red corpuscles and their vital colouring matters, on which depends their ability to absorb oxygen from the atmosphere and thus keep the tissues clean and the bodily furnaces working properly. It reinvigorates the nervous system, filling the body with a sense of vim and snap which makes a pleasure of the mere physical act of living, while it quickens the functions of the brain and restores the possibly failing memory to its full power of rapidly receiving any impression it desires. It is easily digested, so that it imposes no strain whatever on the often undermined digestive system; it removes any sense of weariness from the muscles and makes them strong and firm instead of flabby and soft, as they so often are after an attack of dysentery.

CONVINCING MEDICAL TESTIMONY.

All these facts have been vouched for by hundreds of doctors practising throughout the length and breadth of China, as well as in other countries whose climate makes dysentery a common disease. These doctors have written letters over their own signatures describing the results they have obtained. Here are extracts from one or two of such letters, although, unfortunately, in accordance with medical etiquette, the names of the physicians cannot be mentioned.

Dr. P. K. C. Damoh, writes:—"I have used Sanatogen in the treatment of dysentery, and enteric fever, and found it very useful. It has a high nutritional value, and is very useful in ulcerated conditions of the intestines."

Dr. H. W. H. Bahugarb, United Provinces, writes:—"I have much pleasure in certifying to the value of Sanatogen in cases of dysentery, enteric fever and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free, to all mentioning this paper on application to Messrs. A. Wulfsberg & Co., 6, Kiukiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [98-421]

RELIABLE CONNECTION WANTED

FOR ORNAMENTAL FEATHERS AND BIRD SKINS.

Write to—
Z. 7203,
Care of Mr. GOULD,
54, New Oxford St., LONDON, W.C.,
ENGLAND.

The Voice of the Physician.

Glasgow, 8th March, 1911.
"I tried Plasmon personally, and derived much benefit from it. I have every confidence in ordering the Plasmon preparations as I have had splendid results." L.R.C.P.

ANALYSIS CANNOT LIE

and Analysis proves that

PLASMON COCOA

is TEN TIMES more nutritious than ordinary Cocoa—vide Label.

COCOA IN PERFECTION.

PLASMON is used by the ROYAL FAMILY

PLASMON LTD., London, England.

SHIPOWNERS AND PANAMA.

A LEAF OF THE PROBLEM.

There can be no doubt, writes a shipping correspondent, of the urgent need of such a series of articles on the Panama Canal as *The Times* has commenced to publish. He writes:—"During the last two days I have talked with a number of leading owners, and in each case have been impressed by the keenness shown in such problems as have already arisen in this early stage of the history of the Canal and by the ready recognition that during the next few years many problems, created by the new situation and vital to the trade of this country, will have to be solved. Everywhere is alertness and a determination to keep abreast of all developments, but of definite plans there are at present very few indeed, if any. The general attitude seems to be one of watching closely and trying to consider what changes in the world's trade will be brought about by the opening of the new route across America."

Different points naturally occur to different men, and it may be useful to take a few of them. For instance, at the very outset one is almost surprised to hear the question asked: Will the Canal be safe? Perhaps the engineering articles of the series will show the uncertainty implied by this question to be merely a bogey. Of course, it is recognized that as far as human skill can guarantee safety the Canal will be safe. But the Canal, with its huge locks, is the first of its kind, and earthquakes are not unknown in Central America. Were the mechanism of the locks one day to be put out of gear by a seismic disturbance a 12,000-ton liner might find itself in an exceedingly uncomfortable position. This question of safety will certainly have to be considered very carefully indeed by shipowners, and it will further be considered when the rates of insurance come to be discussed. Underwriters will have to take a new factor into consideration—one that has never arisen in connection with the Suez Canal.

TOLLS AND THE RAILWAYS.

Then there is the all-important question of the Canal tolls. The phrase "all-important" is not too strong, for upon the rate question the choice of the Canal as a route will in many cases absolutely depend. It goes without saying that feeling respecting the proposed exemption from tolls of coastwise vessels runs rather high. Were this exemption to apply to coastwise vessels "exclusively" there would still be the idea that the United States Government had not "played the game." But the omission of the word "exclusively" by the United States Senate has seemed to leave the door wide open for abuses. There is a strong fear among British shipowners that voyages—ocean voyages—may in future be held to be coastwise trade that have not been so held in the past. At the best, Canadian shipping will be penalized, and in some quarters the view is openly expressed that Mr. Taft, having failed to receive Canadian support for the Reciprocity scheme, is now answering that rebuff in his own language. At any rate, there seems a strong probability that goods from the ports and the interior of Western Canada, which are destined for the eastern ports of the United States will find their principal outlet at San Francisco or other western ports, and will be carried thence in American vessels. Further, neither the Canadian nor United States railways have any reason to regard the opening of the Canal with equanimity, for with the development of the American mercantile marine much of the produce now taken across the continent by land will probably be taken at a very low cost by sea.

COST OF MAINTENANCE.

As regards the proposal to allow American coastwise vessels free passage through the Canal it is well enough, no doubt, for Mr. Young to argue, as he did in *The Times* of yesterday, that British vessels are not now in the coastwise trade and so are not concerned; he forgets, however, that the cost of maintaining the Canal is to be met by the dues levied. If, therefore, American vessels are not contributing their share of the upkeep, the amount to be borne by the vessels of other nations will be so much the heavier. In other words, American coastwise shipping will be using the Canal mainly at the cost of foreign steamers.

One little point in connection with this coastwise trade question is piquant. When the United States Fleet made its voyage round the world British vessels were chartered to carry coal from Virginia to a port near San Francisco. This was, according to American interpretation, a coastwise voyage. But on that occasion they were exempted from the law forbidding British vessels to engage in such "coasting" trade. Would engagement in such "coasting" trade in future were the present proposal respecting free tolls to come into effect?

Nothing, as has already been pointed out, seems yet to have been determined on the score of actual developments by British shipping companies. All is uncertain. The British company which, above all others, must be affected will be the Royal Mail Steam Packet Company, with its allied companies engaged in the South American trade—the Pacific Steam Navigation and Lamport and Holt—and the Royal Mail has not yet shown its hand. Undoubtedly some of the vessels of these associated fleets will use the Canal. The vessels of the Pacific Steam Navigation Company, for example, now proceed from Liverpool to Brazil and proceed from Liverpool to Brazil and Peru, and then by the Straits of Magellan to Chile and Peru. It would surprise no one acquainted with this trade to see the vessels completely encircling the South American Continent—proceeding outwards by Magellan and homeward by Panama. Again, it would by no means be surprising to find the vessels of the Royal Mail Steam Packet Company tapping the Pacific ports of North America. This would indeed be a remarkable extension of their trade.

WM. POWELL, LTD.

TELEPHONE 346

SEASON 1912-1913.

ARRIVAL OF

NEW SEASON'S GOODS

FOR

GENTLEMEN'S WEAR

SHIRTS, SOCKS,
PYJAMAS, GOLF-HOSE.

SPECIAL AND EXCLUSIVE LINES

UNDERWEAR, Etc.

CELEBRATED "GLYNS" NEW AND
SOFT FUR HATS. DISTINCT STYLES.

THE PRICES OF ALL GOODS HAVE BEEN CUT AS FINE AS POSSIBLE.

Wm. Powell, Ltd.,

TRADE WITH NEW ZEALAND.

How the question of cost works out may roughly be seen in the case of the direct steamers between London and New Zealand, such as the large passenger and cargo vessels of the New Zealand Shipping Company. These vessels now make the voyage outwards to Wellington by the Cape of Good Hope and return by way of Cape Horn and the River Plate. Roughly, the voyage to New Zealand by way of Panama would be 1,800 miles shorter than that by the Cape of Good Hope and the homeward voyage by Panama would be 800 miles shorter than that by the Horn. The total saving would therefore be 2,600 miles, which at the average speed of 13 knots now maintained represents a saving of nine days' steaming. Assuming, for the sake of argument, a toll of \$1 per ton, the total cost of the dues through the Canal on a 12,000-ton liner for the round voyage would amount to nearly \$26,000. That is a fairly formidable outlay to set against a saving of nine days at sea. Then there is at present no suitable coal

ing port in the Pacific between Panama and New Zealand, so that the vessels would have to carry very much more coal, to the sacrifice of cargo, than at present.

AUSTRALIA AND THE FAR EAST.

British shipowners engaged in the Australian trade are not likely to be affected directly by the opening of the Panama Canal, for from London to Sydney by Suez is shorter than from London on Sydney by Panama. Indirectly, of course, they, like shipowners in the Far Eastern trade, may be affected by new services that may be started from the United States ports. But even should this competition be brought about there is the consolation that the Americans can neither build ships nor maintain them as cheaply as British owners. In fact, so much importance is now laid by good judges on the advantages which this country has in its wonderful facilities for shipbuilding that they regard with much concern the proposal to allow foreign-built vessels to be entered on the American Registry.

MOTHER SEIGEL'S SYRUP

CURES INDIGESTION AND ALL STOMACH TROUBLES SUCH AS PAINS AFTER EATING BILIOUSNESS HEADACHE SLEEPLESSNESS CONSTIPATION

Mother Seigel's Syrup is a curative and tonic herbal remedy, prepared solely from the extracts of rare roots, barks and leaves. Its strengthening effect on the stomach, liver and bowels enables those organs of digestion and excretion to perform their functions naturally.

Taken daily, after meals, this great Standard Remedy prevents and cures Indigestion, pains after eating, Biliousness, Headaches, Constipation, and all the troubles arising from faulty digestion. Test it to-day

"SHACKELL"
"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
SAMPLE GRATIS
SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

MOUNIE'S

BRANDIES

These Brandies are supplied to all the leading Restaurants in London, including Carlton, Ritz, Savoy, Claridge's, Langham, etc.



LIQUEUR.

Remember

The Gold

Vineleaf

Brand.

GARNER, QUELCH & Co.,

TELEPHONE 636.

SOLE AGENTS.

[128]

BANKS
THE MERCHANTS BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 365,000
HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.
BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.
AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
LONDON FOREIGN BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
F. C. MACDONALD, Manager.
Hongkong, 7th September, 1912.

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,500,000
HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES AND AGENTS: Amoy, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tokyo, Yokohama.

HONGKONG OFFICE:
1, Des Voeux Road.
Interest allowed on Current Accounts Deposits received on terms which may be had on application.
K. TSUDZUBARA, Manager.
Hongkong, 1st May, 1911.
HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB, Chief Manager.
Hongkong, 1st July, 1911.

INTERNATIONAL BANKING CORPORATION.
HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 35, Bishopsgate, E.C.
BRANCHES: Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$5,000,000
about \$1,400,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED AND COLLECTED.
MAIL AND TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG, Chief Manager.
9, Queen's Road, Hongkong, 30th July, 1912.

BANKS
NEDERLANDSCH-INDISCHE HANDELSBANK.
(NEDERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.
Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)
HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.
LONDON BANKERS:
THE WILLIAMS & DOUGLASS BANK, 8, WILKES ROAD, HONGKONG.

BRANCHES AND AGENTS all over the world.
THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily Balances and accepts Fixed Deposits at the following rates:—
12 months 4 1/2 per annum.
6 do. 3 1/2 do.
3 do. 3 do.
E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central, Hongkong, 7th August, 1912.

THE YOKOHAMA SPECIE BANK LIMITED.
AUTHORIZED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at: Amoy, Canton, Hongkong, Kobe, London, Lyons, Shanghai, Suez, Tientsin, Yokohama.
INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.
TAKAO TAKAMICHI, Manager.
Hongkong, 1st April, 1912.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
STRENGTH ... \$1,500,000 at 2/—\$15,000,000
SILVER ... \$17,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000
COURT OF DIRECTORS:
E. SHILLIM, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
S. H. DODWELL, Esq., F. LIEB, Esq.
ANDREW FORBES, Esq., W. I. PATTERSON, Esq.
G. FRIEDLAND, Esq., Hon. Mr. O. H. ROSS.
C. S. GUTHRIE, Esq., H. A. SLOAN, Esq.
G. R. LAUREN, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.
ACTING MANAGER: Shanghai—A. G. STEPHEN.
LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB, Chief Manager.
Hongkong, 22nd August, 1912.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000
FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON, Manager.
Hongkong, 12th April, 1912.

BOVRIL

For Health
and Beauty

JOHNNIE WALKER



Johnnie Walker has put a new figure every year since 1850. But the figures representing its ages remain just the same.

"JOHNNIE WALKER"
White Label. Over 6 years old.
"JOHNNIE WALKER"
Red Label. Over 10 years old.
"JOHNNIE WALKER"
Black Label. Over 12 years old.

Quality upheld by unbroken family management since 1820.
JOHN WALKER & SONS, LTD.,
SCOTCH WHISKY DISTILLERS,
GLASGOW, SCOTLAND.

To be obtained from:
KAMP & CO. Shanghai.
PERRIN COOPER & CO., Tientsin.
THE HANKOW DISPENSARY CO., Ltd.,
Hankow.
SIEMSEN & CO., Canton and Hong Kong.

SHOPPING BY POST
A boon to those at a distance.

It is impossible for those living in distant towns and villages to get everything required at the local stores, and we therefore will be pleased to send our illustrated catalogue, confident that we are meeting a real want. The catalogue shows all that is necessary for travel or residence in foreign parts, and our stock is always replete with the latest London styles.

Frame Hats, in Drab, Brown, Slate or Black, from 3/0
Tinted Shirts, Soft or Dressed Fronts and Collars, from 2/6
Folding Trunks, First Male, from 4/0
Tweed, Serge, or Flannel Suits, ready to wear, from 21/-
Gentlemen's Boots, Glace Kid or Box Calf, Black or Tan, from 8/11
Postage Extra on all the above Goods.

Perfect Satisfaction Guaranteed.
Write at once for Catalogue No. (68). Sent Post Free on request.

A. & W. PATERSON, General Warehousemen, Sole Proprietors
of the "Biche" and "Kelvin" Brands,
86-90, Glassford Street, Glasgow, Scotland.

ESTABLISHED 1820

LLOYDS BANK LIMITED.

Subscribed Capital, £26,304,200.

Paid up Capital, £4,208,672. Reserve Fund, £2,900,000.

HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

Deposit and Current Accounts (31st December, 1911) - 284,888,827
Cash in hand, at call, and at short notice - 21,534,121
Bills of Exchange - 10,910,515
Investments - 11,052,487
Advances and other Securities - 46,305,979

THIS BANK HAS OVER 600 OFFICES IN ENGLAND AND WALES.

Colonial and Foreign Department: 60, Lombard Street, E.C.

PARIS AUXILIARY: LLOYDS BANK (FRANCE) LIMITED, 19, RUE SCRIBE.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influence. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or neurasthenia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay, or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, headache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-coloured urine, &c., are all so many different phases of brain and nerve weakness and exhaustion, the cause of which the greater portion of the misery, ill-health, and despondency by which we are afflicted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. It braces up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 9d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it penetrates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gonorrhoea, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, &c. It cures or deranges the neck, improves the general health, and quickly removes long-standing bronchitis, asthma, and laryngitis, retaining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 9d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle or either remedy, to THE VETARZO REMEDIES CO., 60, LOMBARD STREET, LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" in Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, FISH CHEMISTS.

NOTES AND NEWS.

GHOST IS "TIPSTER."
Signor Crotta, the stationmaster at Siciignano, near Naples, speculated one franc at a weekly lottery last Saturday, and now finds himself in consequence the lucky winner of £24,000. On learning the good tidings Crotta's first task was to telegraph to the directorate of the State Railways his resignation. He is a married man, and has a daughter who is the local schoolmistress. Crotta is also setting apart a sum for masses on behalf of his dead aunt, whose ghost, he avows, appeared to him in the early hours of Saturday morning, bidding him gamble on four numbers which she revealed to him, all of which eventually proved lucky ones. ("My Aunt!")

A MAN WHO NEVER SLEEPS.
Mr. Albert Herpin, of Trenton, West-ern Australia, is said not to have slept for thirty years. In an interview with a representative of the *Sydney Morning Herald*, Mr. Herpin, who is now sixty years old, stated that he passed his nights in a chair, not even momentarily experiencing drowsiness. He was attacked by this strange malady shortly after the death of his wife, more than thirty years ago. Mr. Herpin states that he suffers no inconvenience from this prolonged insomnia, and often dreams while he is awake. He has come to the conclusion that sleep is not necessary to a man, and is delighted at the idea that he has not lost a great part of his life in unconsciousness.

"WRITER'S CRAMP" A MISNOMER.
Biological tests by scientists at the London Hospital show that "writer's cramp" and other similar states of apparent muscular paralysis are actually due not to the tiring of the muscles, but to brain lag. It appears that the particular part of the brain which controls special combinations of muscle action, such as the movements of writing or the working of a telegraph key, tend to become more quickly exhausted in some individuals than others. Such exhaustion leads to a state in which the brain is actually unable to send out its necessary messages to the hands and fingers to write, tap a key, hold a violin bow, and so forth. Furthermore, once the nerve cells, the "batteries" of the brain, get thoroughly run down it is not easy to restore their energy. Heretofore it has been supposed that all troubles of the kind were due simply to over-tiring of the muscles concerned.

CANNIBALS IN BRAZIL.
A certain Major Alfredo Olympio Filho has been exploring for some eight months in the north-western regions of Brazil. He traversed parts of the forest which have never been trodden by civilized man and found on the River Liberdade, or not far from it, a tribe of cannibal Indians. These people he describes as "Indians Itapirapés." The women are a light brown colour and of fair height. The men are tall, with long, shaggy hair, almost-shaped eyes, thick lips, and high foreheads. The tribe goes about absolutely nude though they have some moral sense. When well treated they are docile and easily convinced, but if maltreated they are devils incarnate. They are polygamous, each man being allowed five wives. When Major Olympio arrived in their midst he was obliged to strip naked and allow himself to be painted with a kind of natural red ink. He stayed amongst them some time and found them very friendly and intelligent. During his wanderings he found that carnauba wax abounded, as also magnificent pasture lands. He also encountered emus, deer, and small game in abundance.

"THE DEAD HEART OF AUSTRALIA."
Mr. Bryce has evidently made a great impression upon Australia. Though we are not at all sure that undiluted praise is good for the Commonwealth, says the *Pall Mall Gazette*, we are in warm agreement with one remark which he made on leaving. He said that "the old idea that Australia is a fertile strip surrounding a desert waste, when Mr. Bryce arrived in their midst he was obliged to strip naked and allow himself to be painted with a kind of natural red ink. He stayed amongst them some time and found them very friendly and intelligent. During his wanderings he found that carnauba wax abounded, as also magnificent pasture lands. He also encountered emus, deer, and small game in abundance."

THE LAPSE OF KISSING.
Our ancestors seem to have been fonder of kissing than we are. In 1466 a Bohemian nobleman named Leo von Bornitz visited England, and in the "Journal of his Travel" published in 1877 he noted: "It is the custom there that on the arrival of a distinguished stranger from foreign parts the hostess with all her family go out to meet him, and the guests are required to kiss them all; and this among the English was the same as shaking hands among other nations." The learned and sedate Erasmus, in 1499, wrote a Latin letter from England to his friend Fausto Angelini advising him to come here at once, for, he remarks, "here are girls with angel faces who will receive you with kisses. They come to visit you, kisses again. Should they meet you anywhere, kisses in abundance; in fact, wherever you move, there is nothing but kisses." A Singapore contemporary in reproducing this extract appends the following lamentation:—Men from the Far East on their rare and well-deserved visits to England, do not find that this delightful old tradition survives, as it should. Kisses, per table d'hôte tariff, lose all the spontaneous savour of those of the days when old Erasmus enjoyed himself and called to himself others to share his delights.

IN THE GRIP OF ANAEMIA



Year after year tens of thousands of the weaker sex drag out a weary existence. To them life has no real joy for lack of the sparkling health, abounding energy, and buoyant spirits which make it worth the living. From the moment of rising until the hour when sleep at last brings brief respite, back pains, headaches, and the many other aches and ills peculiar to the Anaemic, add to the sum total of their wretchedness. Pallid, gloomy and feeble, they betray in every feature the nature of their malady.

Anaemia, or blood weakness, is a dangerous ailment neglected, for it lays the system open to all manner of diseases, and is the forerunner of Consumption. But taken in time with THE RIGHT REMEDY it is quickly and easily curable, and even the worst forms soon give way once THAT remedy—Dr. Williams' Pink Pills for Pale People—gets to work. Incontrovertible testimony from all parts of the world proves this. Here is the experience of Senora Leano, wife of Senor P. Leano, draughtsman in the Bureau of Public Works, Manila.

Some years ago I found my health failing. After sleepless nights I would wake up feeling languid and depressed. Life seemed devoid of enjoyment," said Senora Leano. "At first I thought this but a passing indisposition, but I was soon to learn otherwise, for headaches and other symptoms of Anaemia asserted themselves, and for the first time in my life I knew what it was to be really ill."

"Food sickened me. Indigestion, indicated by excruciating pains between my shoulder blades and in my chest, followed when I forced myself to eat. The insomnia increased, bad dreams troubled me when I slept, and Nervousness, hitherto foreign to my nature, became more and more pronounced. Under advice I persevered with tonics, sedatives and other specifics for my illness, but no medicine did me any good."

WRITE FOR THIS FREE BOOK.—Sufferers needing further information should apply for the instructive booklet, "Diseases of the Blood," to address below.
WHAT THEY HAVE CURED.—Not only Anaemia, but Indigestion, Palpitation, Skin Disorders, Malaria, Rheumatism, General Weakness, and the many disorders that arise from Impure Blood and Weak Nerves, have been cured in countless cases in both sexes by Dr. Williams' Pink Pills for Pale People. Obtainable from medicine vendors everywhere, and from Dr. Williams' Medicine Co., 84, Sechen Road, Shanghai, one bottle for \$1.50, six for \$8 post free.

BEGIN YOUR CURE TO-DAY WITH
DR. WILLIAMS' PINK PILLS.



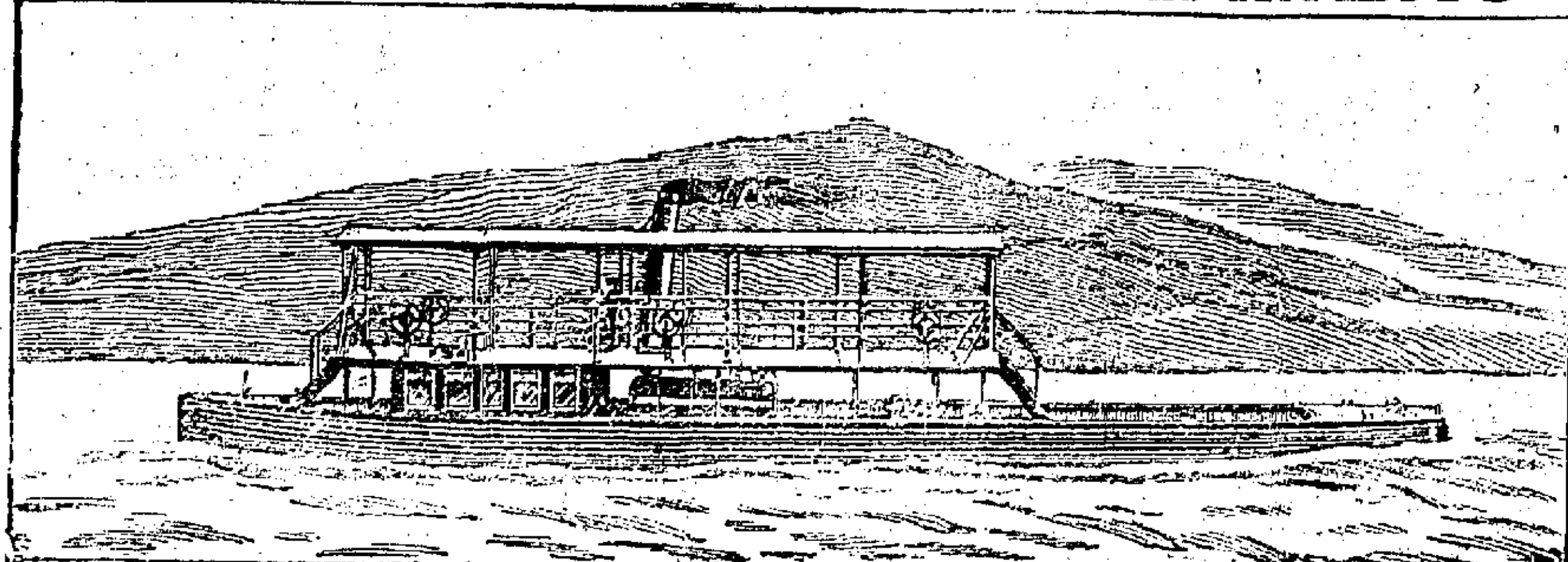
BY APPOINTMENT.

LEA & PERRINS'
SAUCE

With SODA WATER
—an excellent "Pick-me-up."

The Original & Genuine
WORCESTERSHIRE.

YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL, or by SOREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in portable sections arranged so that they may be readily united while afloat.

For particulars apply to—
YARROW & Co., Ltd., Shipbuilders, GLASGOW.

(Formerly of
POPLAR, LONDON.)

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NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

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IMITATIONS.

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LANE, ORAWOED & Co.,
and from ALL WINE MERCHANTS.

London Selling Agents

TRA. INDIGO
FIBRES
BRISTLES
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HIDES & SKINS
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COTTON, WOOL
ORES, MINA
GUMS, AND
GENERAL
PRODUCE

KEYMER, SON & CO.
Import Dept. Warrington, London
"Import Dept. Warrington, London"

SAVARESS'S
SANTAL
CAPSULES

PHYSICIANS RECOMMEND THEM
MADE IN LONDON - OF ALL CHEMISTS

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES RHEUMATISM, GOUT, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 2
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 3
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 4
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 5
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 6
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 7
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 8
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THERAPION No. 9
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 10
CURES BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE JOINTS.

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

**VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

STEAMERS	SAILING
"ORFEDIC" ...	On 3rd Oct.
"LORD CURZON" ...	On 20th Nov.
"LORD DERRY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
Calling at AVOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, PRAYA CENTRAL.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERSTO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... End of Sept.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: ... 10th Oct.
FROM COLOMBO: ...

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

142-43-44

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

STEAMERS	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI.
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea).
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.		Pacific) through Service via
Also CHINA ... 10,200 tons.		Pacific through Service via
PERSIA ... 9,000 tons.	SPEED.	NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights and Fans Individual Electric Reading Light in each berth and
board and all kind of gymnastic control.
Swimming Tank Is installed on deck for salt water plunge. Bathing
suits on board.
Band Filipino string Band Concerts each afternoon and evening and also during
Tiffin and Dinner.
Cuisine The Cuisine is under the direct supervision of one of the World's most
famous caterers.
Games and Amusements Deck Games, such as Quoits, Shuffle,
board and all kind of gymnastic sports,
are arranged during the voyage, as well as indoor Amusements, such as Musical Entertain-
ments. Danes and Masquerade Balls on deck are also arranged to while away the time.
Wireless and Submarine Signal Service The most powerful Wireless Telegraph apparatus is installed on all Steamers.
Submarine Signalling is also used as an additional measure of safety.
Bilge Keels Are fitted to the Ships to prevent rolling at sea, thus ensuring
steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS	Tons	Starting	1912
MANCHURIA	27,000	TUESDAY	1st Oct, at 1 P.M.
NILE	11,000	TUESDAY	15th Oct, at 1 P.M.
MONGOLIA	27,000	WEDNESDAY	23rd Oct, at 1 P.M.
PERSIA	9,000	TUESDAY	12th Nov, at 1 P.M.
KOREA	18,000	TUESDAY	19th Nov, at 1 P.M.
SIBERIA	18,000	TUESDAY	3rd Dec, at 1 P.M.
CHINA	10,200	TUESDAY	10th Dec, at 1 P.M.
MANCHURIA	27,000	TUESDAY	17th Dec, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALLON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON.

CANTON TO HONGKONG.

SATURDAY, 28TH SEPTEMBER, 1912.

8 a.m. "HONAM."
10 p.m. "KINSHAN."8 a.m. "FATSHAN."
5 p.m. "REUNGSHAN."

SUNDAY, 29TH SEPTEMBER, 1912.

10 p.m. "FATSHAN."

4 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 29TH SEPTEMBER.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return
from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 538 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow on Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. 145

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SOEZ and PORT SAID.
S.S. "KORBER" 9,900 tons, will leave as above on 19th October, at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.
S.S. "KORBER" 9,900 tons, will leave as above on 5th October, a.m.
S.S. "BOHEMIA" 7,900 tons, will leave as above on 4th Nov., a.m.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Storage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FIVME AND VENICE,
VIA SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SOEZ and PORT SAID.
S.S. "AUSTRIA" 14,300 tons, will leave as above on 1st October.
S.S. "CHINA" 11,800 tons, will leave as above on 31st October.

TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "CHINA" 11,800 tons, will leave as above on 28th September.
S.S. "E. FRANZ FERDINAND" 12,000 tons, will leave as above on 31st October.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,

Hongkong, 19th September, 1912. Princes' Building. 155

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS Tons DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI ... "PEKING" ... 6,500 ... About 23rd Oct.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC**DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHIYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.**WESTERN PACIFIC—DENVER AND
RIO GRANDE.**The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and DenverThrough Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.**C. LACY GOODRICH,**

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

CHURCH SERVICES.

UNION CHURCH, Kennedy Road. Preacher,
Rev. C. E. Hickling. 11 a.m. Worship. Hymns
373, 53, 275; Psalm 57 (Martyrdom). Anthem.
"O Lord, how manifold are Thy works."
(Barbary). Subject—"Character in Adversity."
12 noon Communion. 6 p.m. Worship. Hymns
438, 202, 297, 339, 249. Subject, "Going
aboard."

St. JOHN'S CATHEDRAL, Hongkong, 29th
September, 17th Sunday after Trinity. Holy
Communion (8.15 a.m.). Matins (11 a.m.).
Responses, Ferial; Venite, Savage; Psalms,
Barbary; Barby; To Daum, Dawes,
Cooke, Hopkins; Benedictus, Langdon. Holy
Communion (11.45 a.m.). (Full Choir).
Hymns 423, 274, 316; Kyrie. Evensong
(5.45 p.m.). (Full Choir). Responses, Ferial;
Psalms, Rimbault; Stainer; Magnificat, and
Nunc Dimittis, Walmisley in D minor.
Anthem, "B hold the Lamb that was slain."
Spohr; Hymns, 424, 229. Sevenfold Amen.
N.B.—Psalm 142, verses 1, 6, G. P. in union;
Psalm 143, verses 1, 2, 7, 8, 12 in union;
Hymn, 424, verses 3, 6 in union.

St. ANDREW'S CHURCH, Kowloon. Matins
(11.00 a.m.). Holy Communion (noon). Evensong
(5.00 p.m.). Sunday, 29th September
17th Sunday after Trinity. Matins. Responses,
Ferial; Venite, Savage; Psalm 139, Turton;
Psalm 140, Barbary; Psalm 141, Barbary; To
Daum, Woodward, Stuart, Turton; To
Garrett; Kyrie, Mould; Hymns, 150, 520, 323.
Evensong. Hymns, 22; Responses, Ferial;
Psalm 142, Rimbault; Psalm 143, Turton; Mag-
nificat, Smart; Nunc Dimittis, Hopkins;
Hymns, 271, 332, 270; Vesper Hymn.

LATEST STEAMER MOVEMENTS.

The Silk ex R.M.S. *Empress of India*,
which left here on the 24th August,
arrived at New York on the 22nd Septem-
ber, at 3 p.m.

The A.L. str. *Austria* left Shanghai for
this port on the 26th September, and will
arrive here on the 30th September.

WEATHER REPORT.

On the 27th at 11.35 a.m.—Pressure is
practically stationary over the northern
districts. It has decreased moderately over
the Philippines, Formosa and S.E. China.
The anti-cyclonic conditions over the con-
tinent are unchanged.

The typhoon is now in about latitude 16 deg.
N. and longitude 125 deg. E., travelling
W.N.W. It will probably strike N. Luzon
early to-morrow morning.

Fresh to moderate monsoon is indicated
along the E. coast of China, and over the
northern portion of the N. China Sea.
Hongkong rainfall for 24 hours ending at 10
a.m. to-day, 0.0 inches.

The forecast for the 24 hours ending at noon
to-day is as follows.

Forecast.

Hongkong & Neighbourhood

Formosa Channel ... N.E. gales.

South coast of China between N.E. winds, mo-

derate.

South coast of China between N.E. winds, mo-

derate.

Hongkong and Hainan ... N.E. winds, fresh to moderate; fine.

**HONGKONG METEOROLOGICAL
REGISTER.**

Hongkong Observatory, September 27th

	Previous Day at 2 p.m.	On 26th at 6 a.m.	On 27th at 2 p.m.
Barometer	30.01	30.21	29.97
Temperature	79	74	79
Humidity	58	76	58
Wind Direction	East	East	East
Force	3	2	2
Weather	b	c	c
Rain	—	0.00	—

Highest open air Temperature on 26th...82

Lowest open air Temperature on 26th...74

**BRITISH INDIA S. N. CO., LTD.
A P C A R LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**

S.S. "DILWARA" 3,460 tons, Capt. W. J. Bishop, left CALCUTTA 22nd Sept., will
be despatched to SHANGHAI, KOBE and MOJI on 12th Oct.
S.S. "ARRATON APCAR" 2,951 tons, Capt. B. F. Thomson, will be despatched
to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 15th Oct.

WESTWARD.

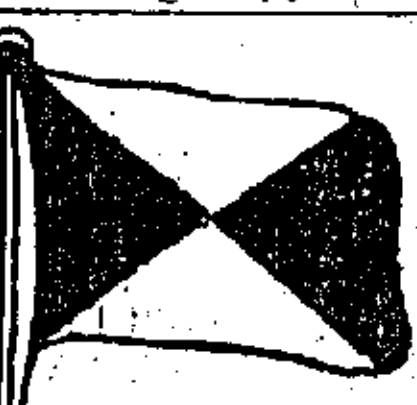
S.S. "GREGORY APCAR" 2,961 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 12th Oct.
S.S. "THONGWA" 3,428 tons, Capt. Fysh, will be despatched as above
on 16th October.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

Hongkong, 26th September, 1912.

AGENTS.

1392

**PHILIPPINES S.S. CO.**

STEAMSHIP	Tons	Captain	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangrove, Hilo and Cebu	On 28th Sept, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangrove, Hilo and Cebu	On 8th Oct., 4 p.m.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers,
Hongkong, 23rd September, 1912. PHILIPPINES S.S. Co. 13

**NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	Tons	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"GOEBEN" Capt. G. LINDEMANN,	17,300	Wedday, 2nd Oct., at 10 a.m.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. P. PROCH,	17,000	About Wed'day, 2nd Oct.
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MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER,	6,000	Saturday, 5th Oct., at 10 a.m.
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KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUCKIST,	6,740	About Tuesday, 15th Oct.
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KUDAT and SANDAKAN	"BORNEO" Capt. E. SEMBIL,	5,000	Middle of Oct.
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All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th September, 1912.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD, BREMEN.**

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP DISPLACEMENT.

"GOEBEN" 17,300 tons ON FEBRUARY 4TH.

"BREMEN" 21,000 " ON FEBRUARY 19TH.

"DERFFLINGER" 17,250 " ON MARCH 4TH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

"YORCK" 17,000 " ON APRIL 1ST.

"PRINZESS ALICE" 20,300 " ON APRIL 16TH.

"LUETZOW" 17,300 " ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE

FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

Early Booking Recommended.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 21st September, 1912.

SHIPPING

ARRIVALS.

CALCUTTA, British str., 4,278, J. Watt Walker, 27th Sept.—Singapore 21st Sept., General.—Butterfield & Swire.

CHINA, Austrian str., 3,330, Niko Gencovic, 27th Sept.—Trieste and Singapore 21st August, General.—Sunder, Wier & Co.

CHUO MARU, Japanese str., 7,260, W. W. Green, 27th Sept.—San Francisco 21st August, General.—Toyo Kisen Kaisha.

CHONGKONG, British str., 25th Sept.—Canton.

DEVANHA, British str., 4,795, W. R. F. Hickey, 27th Sept.—Shanghai 24th Sept., General.—P. & O. S. N. Co.

HANU, French str., 739, G. Bouchier, 23rd Sept.—Pukhoi 24th Sept., Rice and General.—A. R. Marty.

HELEN, German str., 771, Jensen, 25th Sept.—Touane and Hoihow 21st Sept., Salt and General.—Jensen & Co.

KRECHOW, British str., 27th Sept.—Canton.

KWANGSUNG, Chinese str., 1,438, McArthur, 27th Sept.—Shanghai 24th Sept., General.—Chinese.

MONTAGUE, British str., 6,163, W. Davidson, 27th Sept.—Vancouver 9th Sept., Flour and General.—Canadian Pacific Railway Co.

NAMSON, British str., 2,501, W. F. Richard, 27th Sept.—Mojito 23rd Sept., Coal and General.—Jardine, Matheson & Co.

TRAY, British str., 1,345, Outerbridge, 27th Sept.—Manila 24th Sept., General.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
September 27th.

CALCUTTA, British str., for Shanghai.

CHINA, Austrian str., for Shanghai.

CLARA JENSEN, German str., for S. Peru.

DEVANHA, British str., for Nanchang.

FRI, Norwegian str., for Canton.

KWANGSUNG, Chinese str., for Canton.

DEPARTURES.

September 27th.

ATSUTA MARU, Japanese str., for London.

ARADIA, British str., for Singapore.

HAIRAN, British str., for Swatow.

KIRIN MARU, Japanese str., for Calcutta.

KUANG MARU, Japanese str., for Sydney.

LYEON, German str., for Saigon.

PAKAT, British str., for Hongkong.

SHIPPING REPORTS.

The British str. *Ten* reports: Strong N.E. wind, high sea and fine weather.

The Chinese str. *Kuang* reports: Had moderate to strong monsoon and rough following sea, clear weather.

The British str. *Namsong* reports: Witnessed sinking at buoy moorings of Japanese turbine mail steamer *Unagata Maru* in Moji harbour, at 6.45 a.m. on the 23rd inst., in typhoon weather.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Vib*, with the American mail left Yokohama for this port via Shanghai on the 26th September, between 10 a.m. and noon.

The P.M. str. *Mongolia*, with the American mails, left San Francisco for this port via Honolulu, the Japan ports and Manila on the 14th September.

The T.K.K. str. *Nippon Maru* left San Francisco for Hongkong via usual ports on 21st inst., and is due here on the 18th October.

THE AUSTRALIAN MAIL.

The L.G.M. str. *Coblenz* left Sydney on the 21st September, at 11 a.m., and may be expected here on or about the 14th October.

The E. & A. str. *Eastern* left Sydney on the 25th inst., for this port (via Queensland Ports, Port Darwin, Timor and Manila).

THE GERMAN MAIL.

The L.G.M. str. *Dorffing*, carrying the German mails with dates from Berlin of the 4th September, left Colombo on the 21st September, p.m., and may be expected here on or about the 2nd October.

MERCHANT STEAMERS.

The Russian str. *Litania* left Sabang on the 19th September, and may be expected here on or about the 25th September.

The N.Y.K. str. *Awa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 20th September, and is expected here on the 29th September.

The "Ben Line" str. *Benary*, from Antwerp, Middlesex, and London, left Singapore on the 24th September, for this port, and is expected to arrive here on or about the 30th September.

The "Mogul Line" str. *Montrose* left Singapore on the 25th September, and may be expected here on or about the 1st October.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The Barber Line str. *Manchester Castle* left New York on the 25th August for Hongkong and the Far East.

The Barber Line str. *Saint Patrick* left New York on the 20th July, for Hongkong and the Far East.

The B.L. str. *Egmont Castle* sailed from New York on the 12th Sept. for the Far East.

The str. *Glenelg* passed the Suez Canal on the 17th September for Hongkong via Straits.

The T.K.K. str. *Hongkong Maru* left Salina Cruz for Manzanillo on the 25th September, and is due in Hongkong on the 19th November.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Chungking, from Sourabaya, is due in Hongkong 2nd October.

Kuang, from Shanghai, is due in Hongkong 29th September.

Cheongking, from Wei-hai-wei, is due in Hongkong 29th September.

Fooshing, from Guaymas (Mexico), is due in Hongkong 21st October.

SHIRE LINE.

Flintshire, from London, is due in Hongkong 11th October.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	RETH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.	
LONDON, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-day, at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	CLYON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. Co.	About 4th Oct.	
LONDON & ANTWERP	DEN OF GLAMIS	Brit. str.	—	J. J. Stallard	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.	
GLASGOW & HULL	GLENLOCHY	Am. str.	—	Hildebrandt	SHEWAN, TOMES & Co.	About 15th Oct.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	DELORAVIA	Ger. str.	k. w.	Freichs	HAMBURG-AMERIKA LINE	On 5th Oct.	
HAVRE & HAMBURG, &c.	O. J. D. AILERS	Ger. str.	k. w.	Hennecke	HAMBURG-AMERIKA LINE	On 9th Oct.	
HAVRE, BREMEN & HAMBURG, &c.	C. FRED. LAEIZ	Ger. str.	k. w.	Karborg	HAMBURG-AMERIKA LINE	On 23rd Oct.	
HAVRE & ANTWERP, &c.	SPENZA	Ger. str.	k. w.	T. Yamawaki	NIPPON YUSEN KAISHA	On 28th Oct.	
HAVRE & HAMBURG, &c.	ARACATA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 3rd Nov.	
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 9th Oct. at D'light.	
MADEIRA, ROTTERDAM & HAMBURG, &c.	SACHSEN	Ger. str.	—	—	HAMBURG-AMERIKA LINE	On 15th Oct.	
VICTORIA, VANCOUVER, E.C. SEATTLE & TACOMA, &c.	ONTARIO	Brit. str.	—	—	THE BANK LINE LTD.	On 3rd Oct. at 2 p.m.	
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSHUN KAISHA	On 8th Oct. at Noon.	
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	AWA MARU	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 15th Oct. at 2 p.m.	
NAMES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON	PANAMA MARU	Jap. str.	—	J. Kanoe	OSAKA SHOSHUN KAISHA	On 2nd Oct. at 10 a.m.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	GODEN	Ger. str.	—	G. Lindemann	MELCHERS & Co.	On 1st Oct.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AUSTRIA	Aus. str.	—	—	SANDE, WILDER & Co.	On 19th Oct. at 5 p.m.	
BOSTON & NEW YORK via SUEZ CANAL	KORBERG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th Oct.	
BOSTON & NEW YORK via SUEZ CANAL	JESEBIC	Am. str.	—	—	ARNHOLD, KARBURG & Co.	About 8th Oct.	
NEW YORK	PATMAN	Brit. str.	2 m.	W. Davison	DOUGLAS & Co., Ltd.	On 5th Oct. at 6 p.m.	
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	W. W. Greene	CANADIAN PACIFIC R. Co.	On 26th Oct. at 6 p.m.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 1st Oct. at 1 p.m.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MANCHURIA	Am. str.	—	—	TOYO KAISEN KAISHA	On 8th Oct. at Noon.	
SAN FRANCISCO via JAPAN, &c.	CHITO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th Oct. at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE	Am. str.	—	—	MELCHERS & Co.	On 5th Oct. at 10 a.m.	
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Brit. str.	—	H. Bremer	GIBB, LIVINGSTON & Co.	On 12th Oct. at Noon.	
AUSTRALIAN PORTS via MANILA	SP. ALBANO	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 25th Oct. at Noon.	
YAWATA MARU	YAWATA MARU	Jap. str.	—	Tullent	THE BANK LINE LIMITED	End of Sept.	
DUNKERQUE	DUNKERQUE	Brit. str.	—	—	TOYO KISEN KAISHA	On 4th Oct. at Noon.	
BUYO MARU	BUYO MARU	Jap. str.	—	—	SANDE, WILDER & Co.	To-day.	
CHINA	CHINA	Aus. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct. at Noon.	
FULATA	FULATA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd Oct. at Noon.	
KUMSANG	KUMSANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 9th Oct. at 11 a.m.	
ITO MARU	ITO MARU	Jap. str.	—	—	MELCHERS & Co.	About 15th Oct.	
COHENZ	COHENZ	Ger. str.	—	—	DAVID SASSON & Co., Ltd.	On 19th Oct.	
ABRAHAM APGAR	ABRAHAM APGAR	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd Oct. at Noon.	
NIKKO MARU	NIKKO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 2nd Oct. at Noon.	
TIKIM	TIKIM	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.	
CHONGKONG	CHONGKONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Midnight.	
KURICHOW	KURICHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.	
ANHUI	ANHUI	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 30th inst.	
CHONGKONG	CHONGKONG	Brit. str.	—	—	MELCHERS & Co.	About 2nd Oct.	
HIROSHIMA MARU	HIROSHIMA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 3rd Oct. at 4 p.m.	
DERFLINGER	DERFLINGER	Ger. str.	—	—	SANDE, WILDER & Co.	On 5th Oct. at Noon.	
CHENAN	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th Oct. at Noon.	
NANZAN	NANZAN	Am. str.	—	—	SAATCHI, WILDER & Co.	On 5th Oct. at Noon.	
KORBERG	KORBERG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 9th Oct.	
LIAN	LIAN	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 10th Oct.	
MADEIRA	MADEIRA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 11th Oct.	
KAWACHI MARU	KAWACHI MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINE	On 13th Oct.	
DELTA	DELTA	Brit. str.	—	—	ARTHUR NIELSON & Co.	On 23rd Oct.	
FLINTSHIRE	FLINTSHIRE	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
SCANDIA	SCANDIA	Ger. str.	k. w.	—	OSAKA SHOSHUN KAISHA	On 9th Oct. at Noon.	
PERKING	PERKING	Swed. str.	—	—	OSAKA SHOSHUN KAISHA	On 2nd Oct. at 10 a.m.	
TIPIANAS	TIPIANAS	Dut. str.	—	—	OSAKA SHOSHUN KAISHA	On 5th Oct. at Noon.	
KAIJO MARU	KAIJO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 3rd Oct. at 4 p.m.	
KOSU MARU	KOSU MARU	Jap. str.	—	—	DOUGLAS LAPELLE & Co.	On 1st Oct. at 11 a.m.	
DAIJI MARU	DAIJI MARU	Jap. str.	—	—	DOUGLAS LAPELLE & Co.	On 8th Oct. at 11 a.m.	
PAOTING	PAOTING	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.	
BAIJONG	BAIJONG	Brit. str.	2 h.	—	SHEWAN, TOMES & Co.	To-day, at 4 p.m.	
HAITANG	HAITANG	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 1st Oct. at 4 p.m.	
HAITAN	HAITAN	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., Ltd.	On 5th Oct. at 4 p.m.	
YUENSANG	YUENSANG	Brit. str.	—	—	OSAKA SHOSHUN KAISHA	On 8th Oct. at 4 p.m.	
ZAPIDO	ZAPIDO	Am. str.	—	—	Quick despatch.	On 30th inst.	
TEAN	TEAN	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	To-day, at Noon.	
LOONGSANG	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at Noon.	
HUT	HUT	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th Oct. at Noon.	
TIJAHAT	TIJAHAT	Dut. str.	—	—	NIPPON YUSEN KAISHA	On 5th Oct.	
WAKASA MARU	WAKASA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.	
HOPKINS	HOPKINS	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th Oct. at Noon.	
YATSHING	YATSHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.	
NAMANG	NAMANG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 9th Oct. at 9 a.m.	
COLOMBO MARU	COLOMBO MARU	Jap. str.	—	—	—		
GEORGEY APGAR	GEORGEY APGAR	Brit. str.	—	—	—		
OKARA	OKARA	Brit. str.	—	—	—		
BONHOMME	BONHOMME	Ger. str.	—	—	—		
SINGAN	SINGAN	Brit. str.	1 m.	—	—		
SI-KIANG	SI-KIANG	Fren. str.	—	—	—		

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE & SOURABAYA..... "HOPSANG"..... Saturday, 28th Sept., Noon.

FOR SINGAPORE & SOURABAYA..... "YUENSANG"..... Saturday, 28th Sept., 2 p.m.

FOR SINGAPORE & SOURABAYA..... "CHOYSANG"..... Sunday, 29th Sept., D'light.

FOR SINGAPORE, PENANG & CALCUTTA..... "YATSHING"..... Monday, 30th Sept., Noon.

FOR SINGAPORE, PENANG & CALCUTTA..... "CHONGKONG"..... Wednesday, 2nd Oct., Noon.

FOR SINGAPORE, PENANG & CALCUTTA..... "KUMSANG"..... Thursday, 3rd Oct., Noon.

FOR SINGAPORE, PENANG & CALCUTTA..... "NAMSANG"..... Friday, 4th Oct., Noon.

FOR SINGAPORE, PENANG & CALCUTTA..... "LOONGSANG"..... Saturday, 5th Oct., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. (15)

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULATA," 4,154 tons, Captain Tullent, will be despatched for YOKOHAMA and KOBE on 2nd Oct., at Noon, to be followed on 12th Oct., by S.S. "ITOLA," Capt. Tucker, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "OKARA," 5,291 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 14th Oct., at Noon, followed by the S.S. "FULATA," 4,154 tons, Captain H. W. Tullent, on the 20th Oct., at Noon, taking Cargo at Current Rates.

The "FULATA" has excellent saloon accommodation for passengers and is fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 26th September, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

FOR SINGAPORE & SOURABAYA..... "FLINTSHIRE"..... About 11th Oct.

FOR SINGAPORE & SOURABAYA..... "DEN OF GLAMIS"..... About 12th Oct.

FOR SINGAPORE & SOURABAYA..... "DENBIGHSHIRE"..... About 13th Oct.

FOR SINGAPORE & SOURABAYA..... "FLINTSHIRE"..... About 14th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.

Does not carry passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 17th September, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 28th Sept.	See Special of Call
SHANGHAI, KOBE AND YOKOHAMA	NYANZA	About 3rd Oct.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON	About 4th Oct.	Freight only.
SHANGHAI	DELTA	About 10th Oct.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 27th September, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAU, WEIHAIWEI, CHE-FOO & TIENTSIN	"KUEICHOW"	On 28th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 28th Sept., 8 P.M.
HOIHOW, PAKHOI, HAIPHONG, MANILA, CEBU and LOLO	"SINGAN"	On 29th Sept., 8 A.M.
SHANGHAI	"TEAN"	On 1st Oct., 4 P.M.
AMOI, CHEFOO & NEWCHWANG	"CHENAN"	On 3rd Oct., 4 P.M.
SHANGHAI	"PAOTING"	On 3rd Oct., 4 P.M.
SHANGHAI	"LINAN"	On 5th Oct., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. REDUCED FAIRER, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships. Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALPONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FAIRER:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, Hongkong, 28th September, 1912. Telephone 35. AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 1st Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 8th Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SUNDAY, 29th Sept., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARBAIR & Co.,
General Managers.

Hongkong, 23th September, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	18th Oct.	On 12th Oct., Noon.
EASTERN		On 9th Nov., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SCANDIA	13th Oct.
S.S. BAYERN	17th Oct.
S.S. LIBERIA	7th Nov.
S.S. ALEXIA	19th Nov.

For Further Particulars, apply to—

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BELGICA	5th Oct.
For HAVRE & BREMEN:	S.S. O. J. D. AHLENS	9th Oct.
For HAVRE, BREMEN & HAMBURG:	S.S. C. F. D. LAESZ	23rd Oct.
For HAVRE & ANTWERP:	S.S. SPEZIA	28th Oct.
For MARSEILLES, ROTTERDAM & HAMBURG:	S.S. SACHSEN	30th Oct.
For HAVRE & BREMEN:	S.S. ARCADIA	3rd Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st September, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers:

CHIYO MARU. SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 13 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 8th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARIQA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.)

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaves
"TACOMA MARU"	T. Hamada	TUESDAY, 3rd Oct., at 2 P.M.
"PANAMA MARU"	T. Hamada	TUESDAY, 15th Oct., at 2 P.M.
"SEATTLE MARU"	T. Hamada	TUESDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	I. Goto	TUESDAY, 26th Nov., at 2 P.M.
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, MOJI,
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOI.

Steamer	Captain	Leaves
"KAIJO MARU"	Y. Yamamoto	WED'AY, 9th Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOI.

Steamer	Captain	Leaves
"DAIJI MARU"	T. Fuchigami	SUNDAY, 29th Sept., at Noon.
"DAIGI MARU"	Y. Sonokawa	SUNDAY, 6th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOI.

Steamer	Captain	Leaves
"SOSHU MARU"	K. Sakawa	WED'AY, 2nd Oct., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaves
"SOSHU MARU"	K. Sakawa	SATURDAY, 28th Sept.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,
MANAGER,
Second Floor, No. 1, Queen's Building.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG.

on WEDNESDAY, the 9th Oct., 1912, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS;
HOMeward PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due	
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH	
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)	
Steamer	Tons	Steamer	Tons		
	NOON, SATURDAY		SATURDAY	FRIDAY	
INDIA	8300	MOULTAN	10000	Feb. 15	Feb. 21
ASSAYE	7500	MALAJA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	MOBEA	11000	Mar. 15	Mar. 21
DEVANHA	8000	MAEMORA	10500	Mar. 29	Mar. 4
DELTA	8000	MEDINA	12500	April 12	April 18
INDIA	8000	Through Steamer		April 26	May 2
ASSAYE	7500	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	MACEDONIA	10500	May 24	May 30
CHINA	8000	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd SALOON £48.80 SINGLE. £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

MARSEILLES				LONDON					
NOVARA	...	...	.. 7000	January	22	February	23	March	5
SUNDA	...	...	.. 5700	February	5	March	9	March	19
SAERDINIA	...	...	.. 7000	February	19	March	23	April	2
SOMALI	...	...	.. 7000	March	5	April	6	April	16
NAMUR	...	...	.. 7000	March	19	April	20	April	30
NANKIN	...	...	.. 7000	April	2	May	4	May	14
NYANZA	...	...	.. 7000	April	16	May	18	May	28
NORE	...	...	.. 7000	April	30	June	3	June	13
NILE	...	...	.. 7000	May	14	June	17	June	27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.00 SINGLE. £82.10 RETURN.

2nd SALOON £38.10 SINGLE. £57.4 RETURN.

For further Particulars, apply to—

U. W. D. SHALLARD,
ACTING SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU	13,000	WED'AY, 9th Oct., at Daylight.
	MIYASAKI MARU	16,000	WED'AY, 23rd Oct., at Daylight.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	S. AWA MARU	12,500	TUESDAY, 8th Oct., at Noon.
	S. SADO MARU	12,500	TUESDAY, 22nd Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	7,000	FRIDAY, 25th Oct., at Noon.
	NIKKO MARU	9,600	FRIDAY, 22nd Nov., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	COLOMBO MARU	5,000	SATURDAY, 5th Oct.
BOMBAY VIA SINGAPORE, and COLOMBO	WAKASA MARU	12,500	MONDAY, 30th Sept.
KOBE and YOKOHAMA	IYO MARU	12,500	WED'AY, 9th Oct., at 11 A.M.
SHANGHAI, MOJI and KOBE	KAWACHI MARU	12,500	WED'AY, 9th Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,600	WED'AY, 23rd Oct., at Noon.
SHANGHAI and KOBE	HIROSHIMA MARU	4,000	MONDAY, 30th Sept.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG.
MISHIMA MARU	16,000	16,000	25th January
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HITACHI	13,000	13,000	12th March
MIYASAKI	16,000	16,000	26th March
ETANO	16,000	16,000	9th April
HIRANO	12,500	12,500	23rd April
TANGO	16,000	16,000	7th May
	13,500	13,500	21st May

FOR AMERICA.

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG.
INABA MARU	12,500	12,500	11th February
SHIDZUOKA	12,500	12,500	25th February
TAMBA	12,500	12,500	11th March
AWA	12,500	12,500	25th March
SADO	12,500	12,500	4th April
YOKOHAMA	12,500	12,500	22nd April
INABA	12,500	12,500	6th May
SHIDZUOKA	12,500	12,500	20th May

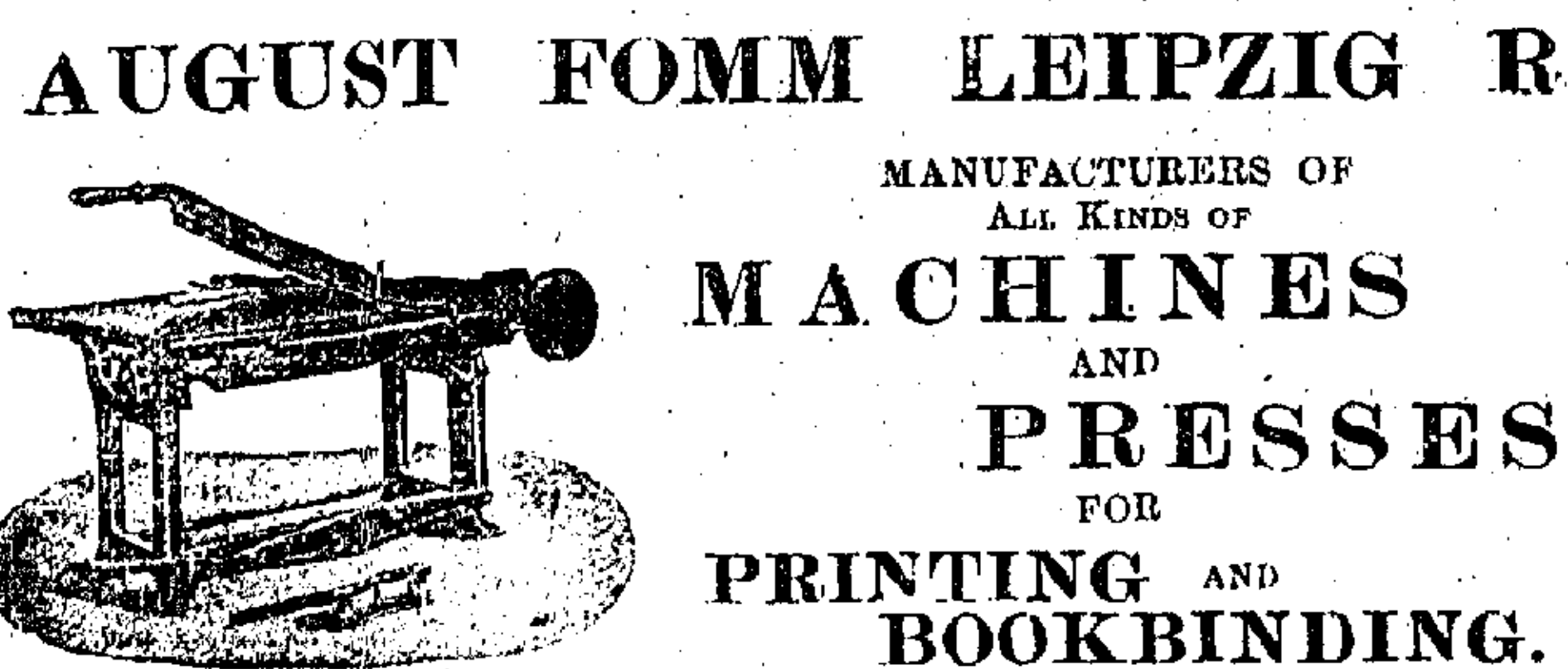
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 332 and 1241.

112-13-656

HUGO C. A. FROMM, HONGKONG.



Hongkong, 25th September, 1912.

CH. WEISS, TROSSINGEN.

WEISS'S MOUTH ORGANS

ARE THE BEST!

Hongkong, 25th September, 1912.



Will be sent for inspection on application.

Hongkong, 25th September, 1912.

POST OFFICE NOTICE

SIBERIAN ROUTE—Superscription unnecessary for Europe.

Letters and Post Cards for Europe will in future be despatched by the route of Siberia unless marked by the sender for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

FOR	PER	DATE
Hongkong	Dunlop	Saturday, 28th, 9.00 A.M.
Formosa via Keelung	City of Dorado	Saturday, 28th, 9.00 A.M.
Suanghai, North China and Japan via Yokohama	China	Saturday, 28th, 10.00 A.M.
(EUROPE VIA SIBERIA)		
Batavia, Samarang, Surabaya and Macassar	Tinahi	Saturday, 28th, 10.00 A.M.
Straits and Sourabaya	Hopang	Saturday, 28th, 10.00 A.M.
Port Bayard	America	Saturday, 28th, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI		
(Late Letters 11.00 to NOON. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Philippine Islands	Yuenang	Saturday, 28th, 1.00 P.M.
Macao	Sui Tai	Saturday, 28th, 1.15 P.M.
Straits and Sumatra	Haidie	Saturday, 28th, 2.00 P.M.
Taipei, Weihaiwei, Chefoo and Tientsin	Kueichow	Saturday, 28th, 3.00 P.M.
Philippine Islands	Zafro	Saturday, 28th, 3.00 P.M.
Shanghai and North China	Choyang	Saturday, 28th, 5.00 P.M.
Hankow, Peking and Jiaiphong	Ashui	Saturday, 28th, 5.00 P.M.
Peking, Haiphong and Saigon	Singon	Saturday, 28th, 5.00 P.M.
	Hanoi	Saturday, 28th, 5.00 P.M.
Swatow, Amoy, and Formosa via Tamsui	Dajin Maru	Sunday, 29th, 9.00 A.M.
Swatow	Haiding	Sunday, 29th, 9.00 A.M.
Straits and India via Calcutta	Yushing	Monday, 30th, 11.00 A.M.
Swatow, Amoy and Poochow	Haiyang	Tuesday, 1st, 10.00 A.M.
FORMOSA via KEELUNG, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (SIBERIAN MAIL via NAGASAKI)	Manchuria	Tuesday, 1st, 10.00 A.M.
Philippine Islands	Tuan	Tuesday, 1st, 3.00 P.M.
Tientsin	Cheongshing	Wednesday, 2nd, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES	Goeben	Wednesday, 2nd, 8.30 A.M.
Japan via Yokohama	Fukata	Wednesday, 2nd, 11.00 A.M.
Japan via Kobe	Kumang	Thursday, 3rd, 11.00 A.M.
Formosa via Keelung, Japan via Nagasaki, Victoria and Tacoma	Tacoma Maru	Thursday, 3rd, NOON
Shanghai and North China	Chenan	Thursday, 3rd, 3.00 P.M.

PASSENGERS.

ARRIVED.

Per Namsung, from Moji, Mr. C. W. Falk.
Per China, from Trieste, etc., Mr. and Lady Zorner.
Per Devanah, for Hongkong, from Shanghai, Mr. R. Y. Ma, Mrs. W. A. Hagger, Mr. I. Melchers and Mr. A. Hengel.
Per Tuan, from Manila, etc., Mr. and Mrs. Mead, Mr. Moulder, Mr. Waterman, Mr. Kramer, Mr. Asche, Mr. Fisher and Mrs. Kipper.
Per Montague, for Hongkong, from Vancouver, Miss S. Smith, Misses P. V. Kreene (2), Miss J. Kreene, Mr. Payne, Mr. and Mrs. L. H. Langdon, Miss Oehme, Miss E. Grubers, Mr. E. A. Somerville, Rev. E. B. Ogilby, Mr. O. F. Sorrens, Miss M. W. Rea, Mr. and Mrs. B. P. Roach, Master A. Roach, Master B. Roach, Miss E. E. Rea, Captain E. A. Matide, Miss D. A. Palmer, from Yokohama, Mr. and Mrs. T. C. Cunningham, Mrs. N. Bird, nurse and 2 children; from Kobe, Captain and Mrs. W. Cobb, Mr. N. W. Quinn, Mr. G. O. Kelly, from Moji, Miss C. J. Graham, Major and

Mrs. C. L. Sheppard, Mrs. K. Watson, Mr. and Mrs. C. J. Aston; from Shanghai, Mr. P. Klyhn, Miss M. Klyhn, Madam M. Flint and Mr. F. Hubble.
Per Chigo Maru, for Hongkong, from San Francisco, Miss M. Andrews, Mrs. M. M. Arnett, Mr. and Mrs. H. B. Atkins, Rev. Father J. Barbero, Rev. Father J. Costello, Mr. and Mrs. G. W. Groff, Mr. A. E. Harpst, Rev. Father P. Izarra, Rev. Father J. Jimenez, Mr. W. C. Jeffries, Dr. and Mrs. S. L. Lassell, Mr. S. L. McLaughery, Mr. and Mrs. F. E. McHugh, Rev. Father J. Martin, Rev. Father A. Monje, Rev. Father C. Nieto, Miss L. Pickett, Rev. Father D. Rodriguez, Mr. I. C. Root, Mr. and Mrs. W. A. Swinerton, Rev. Father J. Silva, Rev. and Mrs. A. D. Swigger, Mr. and Mrs. H. L. West, Mr. and Mrs. H. D. Warner, Mr. and Mrs. R. T. Woodbury; from Yokohama, Mrs. W. H. Avery, Mrs. S. Morimoto and servant; from Kobe, Mr. Amadell; from Shanghai, Mr. B. S. Israel, Mrs. L. Lobato, child and nurse, Dr. Mosle, Mrs. Nolasco de Silva, infant and nurse, Mr. D. L. Rosenfeld.
DEPARTED.
Per Haitan, for Amoy, Mr. Kushiba.

COMMERCIAL.

CLOSING QUOTATIONS.

September 27th

ON LONDON—	
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credita, at 4 months' sight	2 1/2
Documentary Bills at 4 months' sight	2 1/2
ON PARIS—	
Bank Bills, on demand	259
Credita, at 4 months' sight	263
ON GERMANY—	
On demand	10
ON NEW YORK—	
Bank Bills, on demand	49 1/2
Credita, at 60 days' sight	50 1/2
ON BOMBAY—	
Telegraphic Transfer	152 1/2
Bank, on demand	153
ON CALCUTTA—	
Telegraphic Transfer	152 1/2
Bank, on demand	153
ON SHANGHAI—	
Bank, at sight	72
Private, 30 days' sight	72 1/2
ON YOKOHAMA—	
On demand	100 1/2
ON MANILA—	
On demand—Pesos	100 1/2
ON SINGAPORE—	
On demand	87 1/2
ON BATAVIA—	
On demand	123
ON HAIKONG—	
On demand	1 1/2 p.m.
ON SAIGON—	
On demand	3 1/2
ON HONGKONG—	
Bank's Buying Rate	1970
GOLD LEAF, 100 fine, per 100	261.0
BAR SILVER, per 100	29

SUBSIDIARY COINS.

Chinese	20 cents pieces	85.95 discount
Chinese	10	86.35
Hongkong	20	86.60
Hongkong	10	86.20

MAILS VIA SIBERIA.

London	Sept. 28th	Shanghai	Sept. 28th
September 11th.	September 28th.	September 15th.	September 30th.

SHARE LIST—QUOTATIONS.

HONGKONG, 27TH SEPTEMBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE PAID UP	CLOSING QUOTATIONS CASH.
BANKS—			
Hongkong & Shanghai Bank Corporation	120,000	\$125	all \$120, sellers
China Borneo Company, Limited	60,000	\$12	all \$9 1/2, sales
China Light and Power Company, Limited	50,000	\$5	all \$4 1/2
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all \$8 1/2
COTTON MILLS—			
Ewo, Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all Tls. 105
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all \$4 1/2, sales
Dairy Farm Company, Limited	40,000	\$7 1/2	all \$22 1/2
DOCK AND WHARVES—			
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all \$66
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all \$46
New Amoy Dock Co., Limited	10,000	\$54	all \$63
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all Tls. 48 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all Tls. 95
Green Island Cement Co., Limited	400,000	\$10	all \$23 1/2, buyers
Hongkong Electric Co., Limited	60,000	\$10	all \$114
Hongkong Hotel Company, Limited	12,000	\$50	all \$73, buyers
Manila Motopole Hotel Limited	15,000	P. 10	all P. 9
Hongkong Ice Company, Limited	50,000	\$25	all \$19
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all \$7
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all \$3
INSURANCES—			
Canton Insurance Office Co., Limited	10,000	\$250	all \$245
China Fire Insurance Co., Limited	20,000	\$100	all \$134 1/2, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	all \$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	all \$355, buyers
North China Insurance Co., Limited	10,000	\$15	all Tls. 140
Union Insurance Society, Limited	12,400	\$250	all \$810
Yantai Insurance Association, Limited	12,000	\$100	all \$180, buy. Ex 73
LAND AND BUILDINGS—			
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all \$102 1/2, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all \$74, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	all \$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all Tls. 86
West Point Building Co., Limited	12,500	\$50	all \$55 1/2, buyers
Matschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat	25,000	Gds. 10	all Tls. 60
MINING—			
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all 32 1/2, buyers
Tromok Mines, Limited	160,000	\$1	all 75 1/2
Hawwood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all 4 1/2
Beak Australian Gold Mining Co., Ltd.	200,000	\$10	all \$53, sales
Peak Tramways Co., Limited	50,000	\$10	all \$1 1/2
Philippine Co., Limited	75,000	\$10	all \$5
REFINERIES—			
China Sugar Refining Co., Limited	20,000	\$100	all \$115
Luron Sugar Refining Co., Limited	7,000	\$100	all \$33, buyers
STEAMSHIP COMPANIES—			
China and Manchuria Steamship Co., Ltd.	30,000	\$25	all \$8.65, sales
Douglas Steamship Co., Limited	20,000	\$50	all \$25.5, div. sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all \$27 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all \$64
Shell Transport & Trading Co., Limited	2,500,000	\$1	all \$72.6
Star Ferry Company, Limited	2,000	\$10	all 112 1/2, buyers
South China Morning Post, Limited	6,000	\$25	all \$46, sales
Steam Laundry Company, Limited	20,000	\$25	all \$5, sales
STORIES AND DISPENSARIES—			
Campbell, Moore & Co., Limited	1,200	\$10	all \$25
Wm. Powell, Limited	15,000	\$7	all \$74, buyers
Watkins, Limited	10,000	\$10	all \$4, sellers
A. S. Watson & Co., Limited	90,000	\$10	all \$54
Waismann, Limited	5,000	\$10	all \$17, buyers
Gande Price & Co., Ltd.	50,000	\$10	all \$10
Societe des Pulpes et Papeteries du Tonkin	13,000	\$50	all \$33, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all \$10
United Asbestos Oriental Agency, Limited	9,900	ordly	all \$9 1/2, sellers
Union Waterboat Co., Limited	100 shares	\$10	all \$500
		\$10	all \$10 1/2, buyers

Para Rubber in London	Daily Wire	Value	Interest	Quotation.
Locans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par

VERNON & SYMPH, Share Brokers

TO-DAY	TO-NIGHT
Noon—China Light and Power Co., Ltd. Meeting of Shareholders.	9.15 P.M.—Performance at the Theatre Royal in aid of Cathedral Organ Fund.

FORTHCOMING EVENTS.

Monday, 30th Sept.	Monday, 7th Oct.
3 P.M.—Auction of Crown Land at Wanchai, by Public Works Dept.	12.30 P.M.—Dairy Farm Co., Ltd. Meeting of Shareholders.
Tuesday, 1st Oct.—	Tuesday, 8th Oct.—
5.30 P.M.—Hongkong Hockey Club Meeting in the Hongkong Cricket Club.	4 P.M.—Hongkong General Chamber of Commerce Meeting of Dealers at City Hall.
Wednesday, 2nd Oct.—	Tuesday, 15th Oct.—
Noon—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. Meeting of Shareholders.	Noon—Hongkong, Canton and Macao Steamboat Co., Ltd. Extraordinary Meeting.
5.30 P.M.—Hongkong Football Club Meeting at Gibb, Livingston & Co.'s Offices.	
Saturday, 5th Oct.—	
12.30 P.M.—Hongkong Jockey Club Half-Yearly Meeting.	

OPIMUM.	September 17th
Quotations are:—	
Malwa New	43,000/3,050 per picul.
Malwa Old	43,075/3,100
Malwa Older	43,125/3,150
Malwa V. Old	43,200/3,250
Persian fine quality	41,200
Persian extra fine	41,400
Patna New	43,700
Patna Old	43,500
Benares New	43,750
Benares Old	43,600

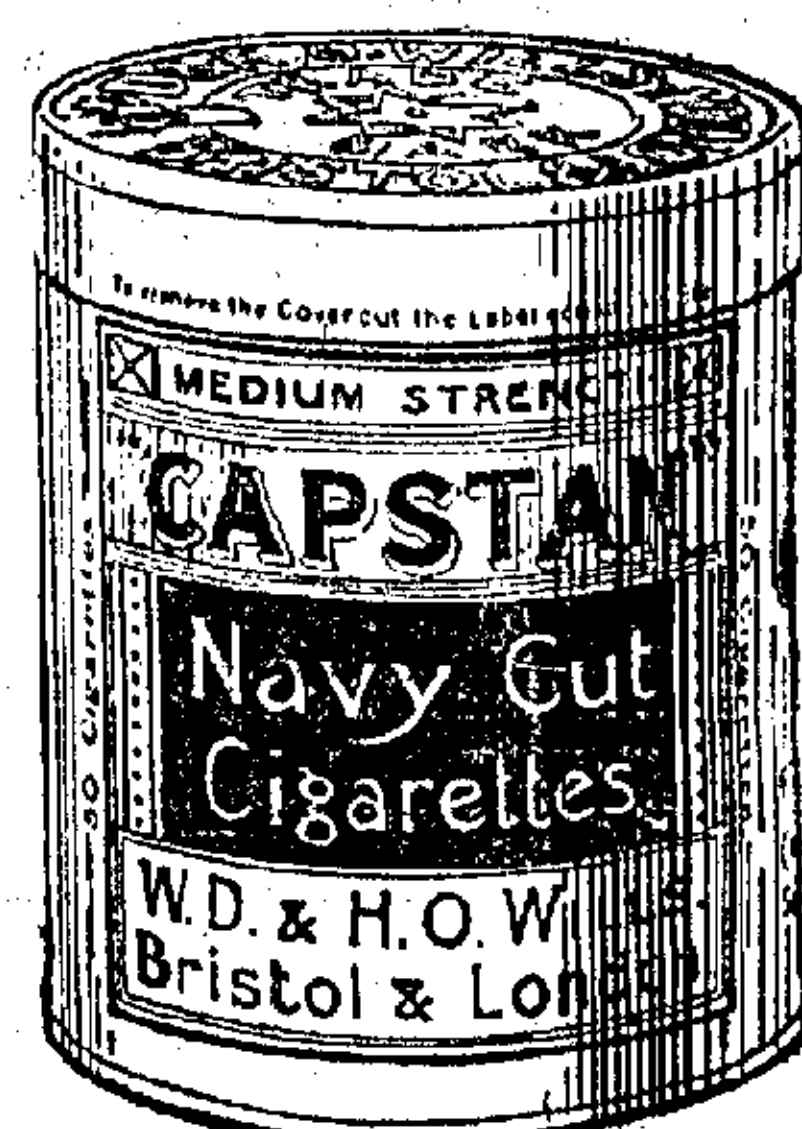
"To make sales is not enough; you must make friends."

"CAPSTAN" NAVY CUT

TOBACCO & CIGARETTES HAVE BEEN MAKING FRIENDS FOR YEARS

W.D. & H.O. WILLS

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TELEGRAM

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